

**STATE DEPARTMENT OF EDUCATION  
JUNE 23, 2011**

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| <b>TAB</b> | <b>DESCRIPTION</b>   | <b>ACTION</b>     |
|------------|--|-------------------|
| <b>1</b>   | <b>SUPERINTENDENT'S UPDATE</b>   | Information Item  |
| <b>2</b>   | <b>PROPOSED RULE CHANGE TO IDAPA 08.02.02.004, RULES GOVERNING UNIFORMITY, INCORPORATION BY REFERENCE</b>            | Motion to Approve |
| <b>3</b>   | <b>CORRECTION TO SCHOOL DISTRICT BOUNDARY</b>  | Motion to Approve |
| <b>4</b>   | <b>APPOINTMENTS TO THE PROFESSIONAL STANDARDS COMMISSION</b>   | Motion to Approve |
| <b>5</b>   | <b>REQUEST FOR WAIVER OF 103% STUDENT TRANSPORTATION FUNDING CAP FOR GARDEN VALLEY SCHOOL DISTRICT</b>               | Motion to Approve |
| <b>6</b>   | <b>REQUEST FOR WAIVER OF 103% STUDENT TRANSPORTATION FUNDING CAP FOR MOSCOW SCHOOL DISTRICT</b>                      | Motion to Approve |
| <b>7</b>   | <b>REQUEST FOR WAIVER OF 103% STUDENT TRANSPORTATION FUNDING CAP FOR WALLACE SCHOOL DISTRICT</b>                     | Motion to Approve |
| <b>8</b>   | <b>SCHOOL DISTRICT REQUESTS TO TRANSPORT STUDENTS LESS THAN ONE-AND-ONE-HALF MILES FOR THE 2010-2011 SCHOOL YEAR</b> | Motion to Approve |

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**SUBJECT**

Superintendent of Public Instruction Update to the State Board of Education

**BACKGROUND/DISCUSSION**

Superintendent of Public Instruction, Tom Luna, will provide an update on the State Department of Education.

Topics covered may include, but will not be limited to:

- Department of Education Technology Task Force Issues
- Report on No Child Left Behind (NCLB)
- ACT/SAT Assessment

**BOARD ACTION** This item is for informational purposes only. Any action will be at the Board's discretion.

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**SUBJECT**

Proposed rule change to IDAPA 08.02.02.004, Rules Governing Uniformity, Incorporation By Reference

**REFERENCE**

November 7, 2008

M/S (Luna/Agidius): To approve the changes to the Standards for Idaho School Buses and Operations to be incorporated by reference into rule. Motion carried unanimously.

**APPLICABLE STATUTE, RULE, OR POLICY**

Section 33-105, Idaho Code

Idaho Administrative code, IDAPA 08.02.02 – Section 004, Incorporation by Reference

**BACKGROUND/DISCUSSION**

In May of 2010 the National Congress on School Transportation (National Standards) enacted changes affecting Idaho's school transportation program. In accordance to § 33-1511(2), Idaho Code, *Standards for Idaho School Buses and Operations* (SISBO) must be modified to reflect changes in National Standards.

Significant discussion related to school transportation in Idaho continues following operations and funding changes enacted during the 2010 legislative session.

Recent changes enacted at the 2010 National Standards call for response by the State Department of Education Division of School Transportation. Consequently, the Department desires to engage in rulemaking related to school transportation in Idaho.

A summary of the changes to the referenced rule of the Standards for Idaho School Buses and Operations include:

- Throughout the document there have been changes to the school bus construction standards such as alternator output rating, exhaust after treatment system, tail pipe, diesel exhaust fluid (DEF), supply tank, transmission parking pawl, undercoating, bumper of a Type A bus, entrance door glass, changes in alternative fuel.
- Within the document there have been changes to driver's qualification, such as personnel file and a minimum of contents.
- Within the document there have been changes to school transportation operations at a local level such as school bus idling time and driver rapport with students.

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- Within the document there have been changes to reimbursement such as reimbursement for fieldtrip, shuttle trips, and school bus depreciation funds.
- Changes have also been made in the student transportation matrix to reflect the changes made in SISBO.

**ATTACHMENTS**

Attachment 1 – Idaho Administrative code, IDAPA 08.02.02 – Section 004,  
Incorporation by Reference Page 3

Attachment 2 – Standards for Idaho School Buses and Operations (SISBO)  
Manual Page 5

**BOARD ACTION**

A motion to approve the Standards for Idaho School Buses and Operations (SISBO) manual as submitted.

Moved by \_\_\_\_\_ Seconded by \_\_\_\_\_ Carried Yes \_\_\_\_\_ No \_\_\_\_\_

A motion to approve the proposed rule change to IDAPA 08.02.02.004, Rules Governing Uniformity as submitted.

Moved by \_\_\_\_\_ Seconded by \_\_\_\_\_ Carried Yes \_\_\_\_\_ No \_\_\_\_\_

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**IDAPA 08  
TITLE 02  
CHAPTER 02**

**08.02.02 - RULES GOVERNING UNIFORMITY**

**004. INCORPORATION BY REFERENCE.**

The State Board of Education adopts and incorporates by reference into its rules: (5-8-09)

**01. Idaho Standards for the Initial Certification of Professional School Personnel as approved on November 17, 2010.** Copies of this document can be found on the [Office of the State Board of Education website](#). (4-7-11)

**02. Standards for Idaho School Buses and Operations as approved on November 7, 2008.** ~~June 23, 2011.~~ The Standards for Idaho School Buses and Operations are available at the Idaho State Department of Education, 650 W. State St., Boise Idaho, 83702 and can also be accessed electronically at the [website](#). (4-7-11)( )

**03. Operating Procedures for Idaho Public Driver Education Programs as approved on November 17, 2010.** The Operating Procedures for Idaho Public Driver Education Programs are available at the Idaho State Department of Education, 650 W. State St., Boise, Idaho, 83702 and can also be accessed [electronically](#). (4-7-11)

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# STANDARDS FOR IDAHO SCHOOL BUSES & OPERATIONS

## RULE BY REFERENCE

(35-1511, Idaho Code; ID APA 08.02.02.150)

State Superintendent of Public Instruction  
Tom Luna  
State Department of Education, Student Transportation  
650 W State Street | P.O. Box 83720 | Boise, ID 83720-0027

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**STANDARDS FOR IDAHO SCHOOL BUSES AND OPERATIONS**  
**(Rule by Reference – IDAPA 08.02.02.150-219)**

**1. INTRODUCTION TO SCHOOL BUS CONSTRUCTION STANDARDS**

1.1.A. -This edition of *Standards for Idaho School Buses and Operations* –~~November 7, 2008~~, is based on the latest report from the ~~Fourteenth~~-Fifteenth National Congress on School Transportation, Warrensburg, Missouri, May 20052010 (*National School Transportation Specifications & Procedures*). (33-1511, Idaho Code)

1.2.B. -This portion of *Standards for Idaho School Buses and Operations* –~~November 7, 2008~~, is divided into five sections: Chassis Standards, Body Standards, Standards for Specially Equipped School Buses, Standards for Alternative Fuel for School Buses and Removal from Service Criteria. There are two basic reasons for this format: (1) to define minimum chassis and body standards and (2) to assign responsibility for providing specific equipment. Items delineated in the chassis standards are to be provided by the chassis manufacturer. Items delineated in the body standards are to be provided by the body manufacturer. Most of the items delineated in the Specially Equipped School Bus Section are to be provided by the body manufacturer and most of the requirements for Standards for Alternative Fuel for School Buses are the responsibility of the chassis manufacturer. Therefore, whenever a school district purchases these types of vehicles, special attention must be given to both the chassis specifications and the body specification as they relate to the specific manufacturers.

1.3.C. -For new vehicles, it is the responsibility of the vehicle manufacturers to certify compliance with applicable federal standards by installing a certification plate in the driver's area on each vehicle. However, as the vehicle is maintained over its useful life, it is the responsibility of those who supervise and perform work on the vehicle to assure on-going compliance with all applicable standards. When routine maintenance checks reveal any unsafe condition as defined in these standards, the school district will remove the vehicle from service and will eliminate the deficiency before returning the vehicle to service. For this reason, maintenance personnel training, quality components, quality workmanship and thorough maintenance records are essential.

## **2. STATUTORY AUTHORITY**

2.1.A. The State Board of Education shall adopt, publish and distribute and from time to time as need therefore arises amend, minimum standards for the construction of school buses, the basis of which standards shall be those incorporated in the latest report of the National Conference on School Transportation, which report shall be filed with the Idaho State Police. (33-1511, Idaho Code)

2.2.B. All school buses shall at all times conform to the standards of construction prescribed therefore by the state board of education. Before any newly acquired school bus is used for transporting pupils it shall be inspected by a duly authorized representative of the state department of education, and if, upon inspection, it conforms to prescribed standards of construction, or such other standards prescribed by law or regulation, it may be used for transporting pupils; otherwise, no such school bus shall be used for that purpose. The board of trustees of each school district shall provide for an annual inspection of all school buses by district personnel or upon contract at intervals of not more than twelve (12) months. The district, over the signature of the superintendent, shall file with the state department of education its report of inspection of the school buses operated by the authority of the school district. At intervals of not more than sixty (60) days during each school year the board of trustees shall cause inspection to be made of all school buses operating under the authority of the board. In addition, the state department of education shall conduct random, spot inspections of school buses throughout the school year. Whenever any school bus is found, upon inspection, to be deficient in any of the prescribed standards, or is found in any way to be unsafe or unfit for the transportation of pupils, such vehicle shall be withdrawn from service and shall not be returned to service until the district certifies the necessary repairs have been made. (33-1506, Idaho Code)

2.3.C. Administrative Rules of the State Board of Education: IDAPA 08.02.02.150 and IDAPA 08.02.02.160.

**3. RESPONSIBILITIES OF SUPPLIERS**

3.1.A. Delivery Requirements: The school bus manufacturer shall provide the following materials to the purchaser of a new school bus at the time the unit is delivered to the purchasing school district or contractor. Also, the new school bus dealer, school district or contractor shall temporarily provide the following materials to the state school bus inspector at the time the unit undergoes its new school bus state inspection.

3.1.1. 1. Line set tickets for each bus built as a complete unit, and a separate set of line set tickets for buses manufactured in two pieces.

3.1.2. 2. A copy of a completed pre-delivery inspection (PDI) form for each individual unit.

3.1.3. 3. Warranty book and statement of warranty for each individual unit. All warranties shall commence on the day that the purchaser accepts possession of the completed bus.

3.1.4. 4. Service manual (or related resource) for each individual unit or group of identical units.

3.1.5. 5. Parts manual (or related resource) for each individual unit or group of identical units.

6. A copy of district bid specifications with the dealerships comments.

**4.** **DEFINITIONS**

**4.1.A.** **National School Transportation Specifications & Procedures – School Bus Types**

**4.1.1.** **1. Type A**

A Type "A" school bus is a van conversion or bus constructed utilizing a cutaway front-section vehicle with a left side driver's door. The entrance door is behind the front wheels. This definition includes two classifications: Type A1, with a Gross Vehicle Weight Rating (GVWR) less than or equal to 14,500 pounds; and Type A2, with a GVWR greater than 14,500 pounds and less than or equal to 21,500 pounds.

**4.1.2.** **2. Type B**

A Type "B" school bus is constructed utilizing a stripped chassis. The entrance door is behind the front wheels. This definition includes two classifications; Type B1, with a GVWR less than or equal to 10,000 pounds; and Type B2, with a GVWR greater than 10,000 pounds.

**4.1.3.** **3. Type C**

A Type "C" school bus is constructed utilizing a chassis with a hood and front fender assembly. The entrance door is behind the front wheels also known as a conventional style school bus. This type also includes the cut away truck chassis or truck chassis with cab with or without a left side door and with a GVWR greater than 21,500 pounds.

**4.1.4.** **4. Type D**

A Type "D" school bus is constructed utilizing a stripped chassis. The entrance door is ahead of the front wheels also known as a rear engine or front engine transit style school bus.

**4.2.B.** **Code of Federal Regulations 49CFR390.5 - Definitions**

**4.2.1.** **1. Bus** means any motor vehicle designed, constructed, and or used for the transportation of passengers, including taxicabs.

**4.2.2.** **2. School bus** means a passenger motor vehicle, which is designed or used to carry more than 10 passengers in addition to the driver, and which the Secretary determines is likely to be significantly used for the purpose of transporting preprimary, primary, or secondary school students to such schools from home or from such schools to home.

- ~~4.2.3.~~ 3. **School bus operation** means the use of a school bus to transport only school children and/or personnel from home to school and from school to home.

**4.3.C. Idaho Code 33-1504 - School Buses**

A motor vehicle shall be deemed a "school bus" when it has a seating capacity of more than ten (10) persons and meets the current national and state minimum standards for school bus construction, and is owned and operated by a school district or a common carrier and is used exclusively for transporting pupils, or is owned by a transportation contractor and is used regularly for transporting pupils.

**4.4.D. Idaho Code 49-120 (5) – School Buses**

"School bus" means every motor vehicle that complies with the color and identification requirements set forth in the most recent edition of "Minimum Standards for School Buses" and is used to transport children to or from school or in connection with school approved activities and includes buses operated by contract carriers.

**4.5.E. Technology and Equipment, New**

~~4.5.1.~~ 1. It is the intent of these standards to accommodate new technologies and equipment that will better facilitate the transportation of all students. When a new technology, piece of equipment or component is desired to be applied to the school bus and it meets the following criteria, it may be acceptable.

~~4.5.2.~~ 2. The technology, equipment or component shall not compromise the effectiveness or integrity of any major safety system, unless it completely replaces the system. (Examples of safety systems include, but are not limited to, compartmentalization, the eight-light ~~lamp~~ warning system, emergency exits, and the yellow color scheme.)

~~4.5.3.~~ 3. The technology, equipment or component shall not diminish the safe environment of the interior of the bus.

~~4.5.4.~~ 4. The technology, equipment or component shall not create additional risk to students who are boarding or exiting the bus or are in or near the school bus loading zone.

~~4.5.5.~~ 5. The technology, equipment or component shall not create undue additional activity and/or responsibility for the driver.

4.5.6: 6. \_\_\_\_\_ The technology, equipment or component shall generally increase efficiency and/or safety of the bus, or generally provide for a safer or more pleasant experience for the occupants and pedestrians in the vicinity of the bus or generally assist the driver or make his/her many tasks easier to perform.

**5. WAIVERS**

5.1. A. The State Board of Education may grant a waiver of any construction standard not required by state or federal law to any school district, school bus manufacturer, or school bus dealer upon written request. Written requests shall be submitted to the State Department of Education Student Transportation Section which shall make an appropriate recommendation to the State Board of Education subsequent to review by the Student Transportation Steering Committee. The Board will not grant waivers of any construction standard required by state or federal law. State and federal law includes case law (including consent decrees), statutes, constitutions, and federal regulations. (33-1506, Idaho Code; IDAPA 08.02.01.001)



## **6. BUS CHASSIS STANDARDS**

### **6.1.A. Air Cleaner**

- ~~6.1.1.~~ 1. A dry element type air cleaner shall be provided.
- ~~6.1.2.~~ 2. All diesel engine air filters shall include a latch-type restriction indicator that retains the maximum restriction developed during operation of the engine. The indicator should include a reset control so the indicator can be returned to zero when desired. Type A buses are not exempt from this requirement.

### **6.2.B. Air Conditioning (Non-Reimbursable Option – see exception)**

- ~~6.2.1.~~ 1. Chassis installed air conditioning must meet the same requirements as those cited in the bus body standards under "Heating and Air Conditioning."
- ~~6.2.2.~~ 2. Reimbursement Exception: Air conditioning shall be reimbursable under the pupil transportation support program when the school district can demonstrate a need subsequent to an IDEA mandated related service.

### **6.3.C. Axles**

- ~~6.3.1.~~ The front and rear axle and suspension systems shall have gross axle weight rating (~~GAWR~~) (GAWR) at ground commensurate with the respective front and rear weight loads of the bus loaded to the rated passenger capacity.

### **6.4.D. Brakes (General)**

- ~~6.4.1.~~ 1. The chassis brake system shall conform to the provisions of FMVSS No. 105, No. 106 and No. 121 as applicable.
- ~~6.4.2.~~ 2. The anti-lock brake system (ABS), provided in accordance with FMVSS No. 105 or No. 121, shall provide wheel speed sensors for each front wheel and for each wheel on at least one rear axle. The system shall provide anti-lock braking performance for each wheel equipped with sensors. (Four Channel System).
- ~~6.4.3.~~ 3. All brake systems should be designed to permit visual inspection of brake lining wear without removal of any chassis component(s).
- ~~6.4.4.~~ 4. The brake lines, booster-assist lines, and control cables shall be protected from excessive heat, vibration and corrosion and installed in a manner which prevents chafing.

~~6.4.5.~~ 5. The parking brake system for either air or hydraulic service brake systems may be of a power assisted design. The power parking brake actuator should be a device located on the instrument panel within seated reach of a 5<sup>th</sup> percentile female driver. As an option, the parking brake may be set by placing the automatic transmission shift control mechanism in the "park" position.

~~6.4.6.~~ 6. The power-operated parking brake system may be electronically interlocked to the engine key switch. Once the parking brake has been set and the ignition switch turned to the "off" position, the parking brake cannot be released until the key switch is turned back to the "on" position.

**6.5.E. Brakes (Hydraulic)**

~~6.5.1.~~ Buses using a hydraulic assist brake shall be equipped with audible and visible warning signals that provide a continuous warning to the driver of loss of fluid flow from the primary source and of a failure of the back-up pump system. Type A and B buses may be OEM standard.

**6.6.F. Brakes (Air)**

~~6.6.1.~~ 1. The air pressure supply system shall include a desiccant-type air dryer installed according to the manufacturers' recommendations. The air pressure storage tank system may incorporate an automatic drain valve.

~~6.6.2.~~ 2. The Chassis manufacturer should provide an accessory outlet for air-operated systems installed by the body manufacturer. This outlet shall include a pressure protection valve to prevent loss of air pressure in the service brake reservoir.

~~6.6.3.~~ 3. For air brake systems, an air pressure gauge shall be provided in the instrument panel capable of complying with CDL pre-trip inspection requirements.

~~6.6.4.~~ 4. All aAir brake-equipped buses may be equipped with a service brake interlock. If so equipped, the parking brake shall not release until the brake pedal is depressed.

~~6.6.5.~~ 5. Air brake systems shall include a system for anti-compounding of the service brakes and parking brakes.

~~6.6.6.~~ 6. Air brakes shall have both a visible and audible warning device whenever the air pressure falls below the level where warnings are required under FMVSS No. 121.

**6.7.G. Bumper (Front)**

- 6.7.1. 1. All school buses shall be equipped with a front bumper. The front bumper shall be furnished by the chassis manufacturer as part of the chassis on all school bus types unless there is a specific arrangement between the chassis manufacturer and body manufacturer.
- 6.7.2. 2. The front bumper shall be of pressed steel channel or equivalent material (except Type A-1 buses having a GVWR of 14,500 pounds or less which may be OEM supplied) at least 3/16" thick and not less than 8" wide (high). It shall extend beyond forward-most part of the body, grille, hood, and fenders and shall extend to outer edges of the fenders at the bumper's top line.
- 6.7.3. 3. Type A buses having a GVWR of 14,500 pounds or less may be equipped with an OEM-supplied front bumper. The front bumper shall be of sufficient strength to permit being pushed by another vehicle on a smooth surface with a 5 degree, (8.7 percent) grade, without permanent distortion. The contact point on the front bumper is intended to be between the frame rails, with as wide a contact area as possible if the front bumper is used for lifting, the contact points shall be under the bumper attachments to the frame rail brackets unless the manufacturer specifies different lifting points in the owner's manual. Contact and lifting pressures should be applied simultaneously at both lifting points.
- 6.7.4. 4. Front bumper, except breakaway bumper ends, shall be of sufficient strength to permit pushing a vehicle of equal gross vehicle weight without permanent distortion to the bumper, chassis, or body.
- 6.7.5. 5. A towing device (hooks, eyes, bar) shall be furnished on all school bus types and attached so as not to project beyond the front bumper. Towing devices attached to the frame chassis shall be furnished by the chassis manufacturer. This installation shall be in accordance with the chassis manufacturer's specifications. Tow hooks or eyes shall have an individual strength rating of 13,500 pounds each, for a combined rating of 27,000 pounds. For pulling and lifting purposes, tow hooks are meant to be used simultaneously. For pulling, angularity applied to the tow hooks will decrease the capacities of the tow hooks.
- 6.7.6. 6. **NOTE:** Type A buses are exempt from this requirement for front tow hooks or eyes due to built-in crush zones. Rear tow devices are addressed in the Bus Body Specifications under Towing Attachments Points.
- 6.7.7. 7. The bumper shall be designed or reinforced so that it will not deform when the bus is lifted by a chain that is passed under the bumper (or through the bumper if holes are provided for this purpose) and attached to the towing (type A may be OEM) device(s). For the purpose of meeting this

specification, the bus shall be empty and positioned on a level, hard surface and the towing device(s) shall share the load equally.

**6.8.H. Certification**

6.8.1. 1. The chassis manufacturer, upon request of the Idaho State Department of Education Student Transportation Section, shall certify that its product meets all Idaho minimum construction standards on items not covered by the FMVSS certification requirements of 49 CFR, Part 567.

6.8.2. 2. The body manufacturer upon request of the Idaho State Department of Education Student Transportation Section shall certify that its product meets all Idaho minimum construction standards (Standards for Idaho School Buses and Operations) for items not covered by the FMVSS certification requirements of 49 CFR, Part 567.

**6.9.I. Clutch**

6.9.1. 1. Clutch torque capacity shall be equal to or greater than the engine torque output.

6.9.2. 2. A starter interlock shall be installed to prevent actuation of the starter if the clutch pedal is not depressed.

**6.10. J. Color**

6.10.1. 1. The chassis, including axle hubs and front bumper, shall be black. Body cowl, hood, and fenders shall be in national school bus yellow (NSBY). The flat top surface of the hood may be non-reflective black or non-reflective NSBY, according to School Bus Manufacturers Technical Council publication - 008.

6.10.2. 2. Rims may be gray or black as received from the manufacturer.

6.10.3. 3. Multi-Function School Activity Buses (MFSABs) shall be exempt from these requirements.

**6.11. K. Drive Shaft**

6.11.1. The drive shaft shall be protected by a metal guard or guards around the circumference of the drive shaft to reduce the possibility of its whipping through the floor or dropping to the ground, if broken.

**6.12. L. Electrical System**

6.12.1. 1. Battery:

6.12.1.1. a. The storage battery shall have minimum cold cranking capacity rating (cold cranking amps) equal to the cranking current required for 30 seconds at 0 degrees Fahrenheit and a minimum reserve capacity rating of 120 minutes at 25 amps. Higher capacities may be required, depending upon optional equipment and local environmental conditions.

6.12.1.2. b. Since all batteries are to be secured in a sliding tray in the body (type A and B buses may be OEM), chassis manufacturers shall temporarily mount the battery on the chassis frame, except that van conversion or cutaway front-section chassis may be secured in accordance with the manufacturer's standard configuration. In these cases, the final location of the battery and the appropriate cable lengths shall be agreed upon mutually by the chassis and body manufacturer. However, in all cases the battery cable provided with the chassis shall have sufficient length to allow some slack, and be of sufficient gauge to carry the required amperage.

6.12.2. 2. Alternator:

6.12.2.1. a. All Type A-2 buses and Type B buses with a GVWR of 15,000 lbs or less shall have, at a minimum, a 130 ampere alternator.

6.12.2.2. b. Types A-2 and Type B buses over 15,000 lbs. GVWR and all type C and D buses shall be equipped with a heavy-duty truck or bus-type alternator ~~meeting SAE J-180~~, having a minimum output rating of ~~130~~ 160 amperes or higher, and should produce a minimum current output of 50 percent of the rating at engine idle speed.

6.12.2.3. c. Buses equipped with an electrically powered wheelchair lift, air conditioning or other accessories may be equipped with a device that monitors the electrical system voltage and advances the engine idle speed when the voltage drops to, or below, a pre-set level.

6.12.2.4. d. A belt alternator drive shall be capable of handling the rated capacity of the alternator with no detrimental effect on any other driven components. (See SBMTC; "School Bus Technical Reference," for estimating required alternator capacity, available at <http://www.Nasdpts.org>)

6.12.2.5. e. A direct drive alternator is permissible in lieu of a belt driven alternator.

6.12.3. 3. Wiring:

~~6.12.3.1.~~ a. All wiring shall conform to current applicable recommended practices of the Society of Automotive Engineers (SAE).

~~6.12.3.2.~~ b. All wiring shall use color and at least one other method of identification. The other method shall be either a number code or name code, and each chassis shall be delivered with a wiring diagram that illustrates the wiring of the chassis.

~~6.12.3.3.~~ c. The chassis manufacturer shall install a readily accessible terminal strip or plug on the body side of the cowl or in an accessible location in the engine compartment of vehicles designed without a cowl. The strip or plug shall contain the following terminals for the body connections:

~~6.12.3.3.1.~~ (1) Main 100 amp body circuit

~~6.12.3.3.2.~~ (2) Tail lamps

~~6.12.3.3.3.~~ (3) Right turn signal

~~6.12.3.3.4.~~ (4) Left turn signal

~~6.12.3.3.5.~~ (5) Stop lamps

~~6.12.3.3.6.~~ (6) Back up lamps

~~6.12.3.3.7.~~ (7) Instrument panel ~~lights~~ lamps (rheostat controlled)

~~6.12.3.4.~~ d. Multiplex wiring is recommended and may exempt manufacturers from some of the above wiring standards.

~~6.12.4.~~ 4. *Circuits:*

~~6.12.4.1.~~ a. An appropriate identifying diagram (color plus a name or number code) for all chassis electrical circuits shall be provided to the body manufacturer for distribution to the end user.

~~6.12.4.2.~~ b. The ~~headlight~~ headlamp system must be wired separately from the body-controlled solenoid.

~~6.12.4.3.~~ c. Multiplex wiring is recommended and may exempt manufacturers from some of the above circuitry standards.

~~6.12.5.~~ 5. *Daytime Running Lamps (DRL):*

~~6.12.5.1.~~ A daytime running lamps system meeting chassis manufacturer's specifications shall be provided.

**6.13. M. Engine Fire Extinguisher (Non-Reimbursable Option – see exception)**

6.13.1. The chassis manufacturer may provide an automatic fire extinguisher system in the engine compartment, which may be reimbursable with prior approval.

**6.14. N. Exhaust System**

6.14.1. 1. The exhaust pipe, muffler, and tailpipe, and after treatment system shall be outside the bus body compartment and attached to the chassis so as not to damage any other chassis component.

6.14.2. 2. The tailpipe shall be constructed of a corrosion-resistant tubing material at least equal in strength and durability to 16-gauge steel tubing of equal diameter.

6.14.3. 3. Chassis manufacturers shall furnish an exhaust system with tailpipe of sufficient length to exit the rear of the bus or at the left side of the bus body no more than 18 inches forward of the front edge of the rear wheel house opening. If designed to exit at the rear of the bus, the tailpipe shall extend at least five inches beyond the end of the chassis frame. If designed to exit to the side of the bus, the tailpipe shall extend at least 48.5 inches (51.5 inches if the body is to be 102 inches wide) outboard from the chassis centerline. The tailpipe may be flush with or shall not extend more than two inches beyond, the perimeter of the body for side exit or the bumper for rear exit pipe. The exhaust system shall be designed such that exhaust gas will not be trapped under the body of the bus.

6.14.4. 4. On Types C and D vehicles, the tailpipe shall not exit beneath a fuel fill or emergency door exit.

6.14.5. 5. Type A and B chassis may be furnished with the manufacturer's standard tailpipe configuration.

6.14.5.1. a. **NOTE:** See Bus Body Standards under Tailpipe.

6.14.6. 6. The exhaust system on a chassis shall be adequately insulated from the fuel system.

6.14.7. 7. The muffler shall be constructed of corrosion-resistant material.

6.14.8. 8. The exhaust system on the chassis may be routed to the left of the right frame rail to allow for the installation of a power lift unit on the right side of the vehicle.

~~6.14.9~~—9. Exceptions to Idaho exhaust system standards may be necessary in order to comply with changing federal emission standards on school buses. School bus manufacturers may submit a written request for an exception to an Idaho exhaust system standard to the State Department of Education Student Transportation Section. Any exhaust system exception to standard request must be linked to federal emission standards rationale. The request will then be reviewed by the Student Transportation Steering Committee.

10. The design of the after treatment systems shall not allow active (non-manual) regeneration of the particulate filter during the loading and unloading of passengers. Manual regeneration systems will be designed such that unintentional operation will not occur.

11. For after treatment systems that require Diesel Exhaust Fluid (DEF) to meet federally mandated emissions:

a. The composition of Diesel Exhaust Fluid (DEF) must comply with International Standard ISO 22241-1. Refer to engine manufacturer for any additional DEF requirements.

b. The DEF supply tank should be designed to meet a minimum ratio of 3 diesel fills to 1 DEF fill.

~~6.15.~~ O. **Fenders: Front-Type C Vehicles**

~~6.15.1.~~ 1. Total spread of outer edges of front fenders, measured at fender line, shall exceed total spread of front tires when front wheels are in straight-ahead position.

~~6.15.2.~~ 2. Front fenders shall be properly braced and shall not require attachment to any part of the body.

~~6.16.~~ P. **Frame**

~~6.16.1.~~ 1. Any secondary manufacturer that modifies the original chassis frame shall provide a warranty at least equal to the warranty offered by the original equipment manufacturer (OEM), and shall certify that the modification and other parts or equipment affected by the modification shall be free from defects in material and workmanship under normal use and service intended by the OEM.

~~6.16.2.~~ 2. Frames shall not be modified for the purpose of extending the wheelbase.



~~6.16.3.~~ 3. \_\_\_\_ Holes in top or bottom flanges or side units of the frame, and welding to the frame, shall not be permitted except as provided or accepted by chassis manufacturer.

~~6.16.4.~~ 4. \_\_\_\_ Frame lengths shall be established in accordance with the design criteria for the complete vehicle.

~~6.17.~~ Q. **Fuel System**

~~6.17.1.~~ 1. \_\_\_\_ Fuel tank (or tanks) having a minimum 30-gallon capacity shall be provided by the chassis manufacturer. The tank shall be filled and vented to the outside of the body and the fuel filler should be placed in a location where accidental fuel spillage will not drip or drain on any part of the exhaust system.

~~6.17.2.~~ 2. \_\_\_\_ Fuel lines shall be mounted to the chassis frame in such a manner that the frame provides the maximum possible protections from damage.

~~6.17.3.~~ 3. \_\_\_\_ The fuel system shall comply with FMVSS No. 301.

~~6.17.4.~~ 4. \_\_\_\_ Fuel tank(s) may be mounted between the chassis frame rails or outboard of the frame rails on either the left or right side of the vehicle.

~~6.17.5.~~ 5. \_\_\_\_ The actual draw capacity of each fuel tank shall be, at a minimum, 83 percent of the tank capacity.

~~6.17.6.~~ 6. \_\_\_\_ Installation of alternative fuel systems, including fuel tanks and piping from tank to engine, shall comply with all applicable fire codes in effect on the date of manufacture of the bus.

~~6.17.7.~~ 7. \_\_\_\_ Installation of LPG tanks shall comply with National Fire Protection Association (NFPA) 58.

~~6.17.8.~~ 8. \_\_\_\_ Installation of Compressed Natural Gas (CNG) containers shall comply with FMVSS No. 304, *Compressed Natural Gas Fuel Container Integrity*.

~~6.17.9.~~ 9. \_\_\_\_ The GNG Fuel System shall comply with FMVSS No. 303, *Fuel System Integrity of Compressed Natural Gas Vehicles*.

~~6.18.~~ R. **Governor**

~~6.18.1.~~ An electronic engine speed limiter shall be provided and set to limit engine speed, not to exceed the maximum revolutions per minute, as recommended by the engine manufacturer.

**6.19. S. Heating System, Provision for**

6.19.1. The chassis engine shall have plugged openings for the purpose of supplying hot water for the bus heating system. ~~The openings shall be suitable for attaching 3/4 inch pipe thread/hose connectors.~~ AD-1. The engine shall be capable of supplying coolant at a temperature of at least 170 degrees Fahrenheit at the engine cooling thermostat opening temperature. The coolant flow rate shall be 50 pounds per minute at the return end of 30 feet of one-inch inside diameter automotive hot water heater hose, according to School Bus Manufacturers Technical Council publication - 001.

**6.20. T. Horn**

6.20.1. The bus shall be equipped with two horns of standard make with each horn capable of producing a complex sound in bands of audio frequencies between 250 and 2,000 cycles per second and tested in accordance with SAE J-377.

**6.21. U. Instruments and Instrument Panel**

6.21.1. 1. The chassis shall be equipped with the instruments and gauges listed below. (Telltale warning lamps in lieu of gauges are not acceptable, except as noted.)

6.21.1.1. a. Speedometer

6.21.1.2. b. Tachometer (**Note:** For types B, C, and D buses, a tachometer shall be installed so as to be visible to the driver while seated in a normal driving position.)

6.21.1.3. c. Odometer which will give accrued mileage (to seven digits), including tenths of miles, unless tenths of miles are registered on a trip odometer. Odometer shall be available to read without use of the vehicle's key.

6.21.1.4. d. Voltmeter

6.21.1.4.1. (1). (An ammeter with graduated charge and discharge indications is permitted in lieu of a voltmeter; however, when used, the ammeter wiring must be compatible with the current flow of the system.)

6.21.1.5. e. Oil pressure gauge

6.21.1.6. f. Water temperature gauge

6.21.1.7. g. Fuel gauge

~~6.21.1.8.~~ h. Upper beam headlight headlamp indicator

~~6.21.1.9.~~ i. Brake air pressure gauge (air brakes), brake indicator lamp (vacuum/hydraulic brakes), or brake indicator lamp (hydraulic/hydraulic).

~~6.21.1.9.1.~~ (1) (A telltale warning lamp indicator in lieu of gauge is permitted on a vehicle equipped with a hydraulic-over-hydraulic brake system.

~~6.21.1.10.~~ j. Turn signal indicator

~~6.21.1.11.~~ k. Glow-plug indicator light lamp where appropriate

~~6.21.2.~~ 2. All instruments shall be easily accessible for maintenance and repair.

~~6.21.3.~~ 3. The instruments and gauges shall be mounted on the instrument panel so that each is clearly visible to the driver while seated in a normal driving position.

~~6.21.4.~~ 4. The instrument panel shall have lamps of sufficient candlepower to illuminate all instruments, gauges and shift selector indicator for the automatic transmission or as required by FMVSS No. 101.

~~6.21.5.~~ 5. Multi-function gauge (MFG) (Optional):

~~6.21.5.1.~~ a. The driver must be able to manually select any displayable function of the gauge on a MFG whenever desired.

~~6.21.5.2.~~ b. Whenever an out-of-limits condition that would be displayed on one or more functions of a MFG occurs, the MFG controller should automatically display this condition on the instrument cluster. This should be in the form of an illuminated telltale warning lamp as well as having the MFG automatically displays the out-of-limits indications. Should two or more functions displayed on the MFG go out of limits simultaneously, then the MFG should sequence automatically between those functions continuously until the condition(s) are corrected.

~~6.21.5.3.~~ c. The use of a MFG does not relieve the need for audible warning devices, where required.

~~6.22.~~ V. **Mud Flaps**

~~6.22.1.~~ Rear vehicle mud flaps shall be required on all school buses, except when not provided as an option by the school bus manufacturer.

**6.23. W. Oil Filter**

6.23.1. An oil filter with a replaceable element shall be provided and connected by flexible oil lines if it is not a built-in or an engine-mounted design. The oil filter shall have a capacity in accordance with the engine manufacturer's recommendation.

**6.24. X. Openings**

6.24.1. All openings in the floorboard or firewall between the chassis and passenger compartment (e.g., for gearshift selector and parking brakes lever) shall be sealed.

**6.25. Y. Passenger Load**

6.25.1. 1. Actual gross vehicle weight (GVW) is the sum of the chassis weight, plus the body weight, plus the driver's weight, plus total seated student weight. For purposes of calculation, the driver's weight is 150 pounds and the student weight is 120 pounds per student.

6.25.2. 2. Actual GVW shall not exceed the chassis manufacturer's GVWR for the chassis, nor shall the actual weight carried on any axle exceed the chassis manufacturer's Gross Axle Weight Rating (GAWR).

6.25.3. 3. When requested, the manufacturer's GVWR for a particular school bus shall be furnished by manufacturers in duplicate (unless more copies are requested) to the purchasing school district or contractor.

**6.26. Z. Retarder System(Optional Equipment)**

6.26.1. A retarder system, if used, shall limit the speed of a fully loaded school bus to 19.0 mph on a 7 percent grade for 3.6 miles.

**6.27. AA. Road Speed Control**

6.27.1. When it is desired to accurately control vehicle maximum speed, a vehicle speed limiter may be utilized.

**6.28. BB. Shock Absorbers**

6.28.1. The bus shall be equipped with double-action shock absorbers compatible with manufacturer's rated axle capacity at each wheel location. Shock absorbers shall be of sufficient length to allow for adequate travel in all situations without damage to the shock absorber or mounts.

**6.29. CC. Steering Gear**

**6.29.1.** 1. The steering gear shall be approved by the chassis manufacturer and designed to ensure safe and accurate performance when the vehicle is operated with maximum load and at maximum speed.

**6.29.2.** 2. If external adjustments are required, steering mechanism shall be accessible to make adjustments.

**6.29.3.** 3. No changes shall be made in the steering apparatus which are not approved by the chassis manufacturer.

**6.29.4.** 4. There shall be a clearance of at least two inches between the steering wheel and cowl, instrument panel, windshield, or any other surface.

**6.29.5.** 5. Power steering is required and shall be of the integral type with integral valves.

**6.29.6.** 6. The steering system shall be designed to provide a means for lubrication of all wear-points, which are not permanently lubricated.

**6.30. DD. Suspension Systems**

**6.30.1.** 1. The capacity of springs or suspension assemblies shall be commensurate with the chassis manufacturer's GVWR.

**6.30.2.** 2. Rear leaf springs shall be of a progressive rate or multi-stage design. Front leaf springs shall have a stationary eye at one end and shall be protected by a wrapped leaf, in addition to the main leaf.

**6.31. EE. Throttle**

**6.31.1.** The force required to operate the throttle shall not exceed 16 pounds throughout the full range of accelerator pedal travel.

**6.32. FF. Tires and Rims**

**6.32.1.** 1. Rims of the proper size and tires of the proper size and load rating commensurate with the chassis manufacturer's gross vehicle weight rating shall be provided. The use of multi-piece rims and/or tube-type tires shall not be permitted on any school bus ordered after December 31, 1995.

**6.32.2.** 2. Dual rear tires shall be provided on Type A-2, Type B, Type C and Type D school buses.

~~6.32.3.~~ 3. All tires on a vehicle shall be of the same size, and the load range of the tires shall meet or exceed the GVWR, as required by FMVSS 120.

~~6.32.4.~~ 4. If the vehicle is equipped with a spare tire and rim assembly, it shall be the same size as those mounted on the vehicle.

~~6.32.5.~~ 5. If a tire carrier is required, it shall be suitably mounted in an accessible location outside the passenger compartment.

~~6.33.~~ **GG. Transmission**

~~6.33.1.~~ 1. Automatic transmissions shall have no fewer than three forward speeds and one reverse speed. Mechanical shift selectors shall provide a detent between each gear position when the gear selector quadrant and shift selector are not steering-column mounted.

~~6.33.2.~~ 2. In manual transmissions, second gear and higher shall be synchronized, except when incompatible with engine power. A minimum of three forward speeds and one reverse speed shall be provided.

~~6.33.3.~~ 3. A transmission interlock, controlled by application of the service brake, shall be installed to prohibit accidental engagement of the automatic transmission. Automatic transmissions incorporating a parking pawl shall have a transmission shifter interlock controlled by the application of the service brake to prohibit accidental engagement of the transmission. All non-park pawl transmissions shall incorporate a park brake interlock that requires the service brake to be applied to allow release of the parking brake.

~~6.34.~~ **HH. Turning Radius**

~~6.34.1.~~ 1. A chassis with a wheelbase of 264 inches or less shall have a right and left turning radius of not more than 42½ feet, curb-to-curb measurement.

~~6.34.2.~~ 2. A chassis with a wheelbase of 265 inches or more shall have a right and left turning radius of not more than 44½ feet, curb-to-curb measurement.

~~6.35.~~ **II. Undercoating**

~~6.35.1~~ 1. The chassis manufacturer, or its agent, shall coat the undersides of steel or metallic-constructed front fenders with a rust-proofing compound, for which the compound manufacturer has issued notarized certification of compliance to chassis builder that the compound meets or exceeds all performance and qualitative requirements of paragraph 3.4 of Federal Specification TT-C-520B, using modified tests.

- a. SAE J1959. The undercoating material shall be applied with suitable airless or conventional spray equipment to the undercoating material manufacturer recommended film thickness and shall show no evidence of voids in the cured film.
- b. The undercoating material shall not cover any exhaust components of the chassis.

## **7. BUS BODY STANDARDS**

### **7.1.A. Air Conditioning (Non-Reimbursable Option – see exception)**

7.1.1. 1. Body manufacture, or after-market, installed air conditioning must meet the same requirements as those cited under "Heating and Air Conditioning."

7.1.2. 2. Reimbursement Exception: Air conditioning shall be reimbursable under the Pupil Transportation Support Program when the school district can demonstrate a need subsequent to an IDEA mandated related service.

### **7.2.B. Aisle**

7.2.1. 1. All emergency exit doors shall be accessible by a 12-inch minimum aisle. The aisle shall be unobstructed at all times by any type of barrier, seat, wheelchair or tiedown. Flip seats are not allowed.

7.2.2. 2. ~~The seat backs shall be slanted sufficiently to give aisle clearance of 15 inches at tops of seat backs.~~

7.2.3. 3. ~~Side emergency doors in excess of FMVSS and Standards for Idaho School Buses and Operations requirements may be secured and made inoperable; however, in doing so, all emergency door labeling, reflective markings, operation instructions, operating handles and all audible and visible warning devices shall be removed and no emergency egress aisle at that location shall exist.~~

### **7.3.C. Back-Up Warning Alarm**

7.3.1. An automatic audible alarm shall be installed behind the rear axle and shall comply with the published Backup Alarm Standards (SAE J994B), providing a minimum of 112 dBA, or shall have a variable volume feature that allows the alarm to vary from 87 dBA to 112 dBA sound level, staying at least 5 dBA above the ambient noise level.

### **7.4.D. Battery**

7.4.1. 1. The battery is to be furnished by the chassis manufacturer.

7.4.2. 2. When the battery is mounted as described in the "Bus Chassis Specifications", the body manufacturer shall securely attach the battery on a slide-out or swing-out tray in a closed, vented compartment in the body skirt, so that the battery is accessible for convenient servicing from the outside. The battery compartment door or cover shall be hinged at the front or top, and be secured by an adequate and conveniently operated latch or other type fastener.



Battery cables installed by the body manufacturer shall meet chassis manufacturer and SAE requirements. Battery cables shall be of sufficient length to allow the battery tray to fully extend. The battery compartment is required on Type A-1 diesel buses.

7.4.3. 3. Buses may be equipped with a battery shut-off switch. If so equipped, the switch is to be placed in a location not readily accessible to the passengers.

7.5.E. Bumper: Front

7.5.1. On a Type D school bus, if the chassis manufacturer does not provide a bumper, it shall be provided by the body manufacturer. The bumper will conform to the standards described in the "Bus Chassis Specifications."

7.6.F. Bumper: Rear

1. ~~The bumper bumper on shall be pressed steel channel at least 3/16 inch thick or equivalent strength material (except for Type A buses).~~ Type A-1 bus bumper shall be a minimum of 8 inches wide (high) and Type A-2, B, C and D bus bumper shall be a minimum of 9 1/2 inches wide (high). The bumper shall be of sufficient strength to permit being pushed by another vehicle of similar size or lifted without permanent distortion.

7.6.1. 2 ~~The bumper on Type A-1 buses shall be a minimum of 8 inches wide (high). Bumpers on Types A-2, B, C and D buses shall be a minimum of 9 1/2 inches wide (high). The bumper shall be of sufficient strength to permit being pushed by another vehicle of similar size and being lifted by the bumper without permanent distortion.~~

7.6.2. 3 The bumper shall be wrapped around back corners of the bus. It shall extend forward at least 12 inches, measured from the rear-most point of the body at the floor line, and shall be flush-mounted to body sides or protected with an end panel.

7.6.3. 4. The bumper shall be attached to the chassis frame in such a manner that it may be easily removed. It shall be ~~so~~ braced to resist deformation of the bumper resulting from as to withstand impact from the rear or side. It shall be ~~so~~ designed attached as to discourage hitching of rides by an individual.

7.6.4. 5. The bumper shall extend at least 1 inch beyond the rear-most part of the body surface measured at the floor line.

7.6.5. 6. The bottom of the rear bumper shall not be more than 30 inches above ground level.

**7.7.G. Ceiling**

7.7.1. See Insulation and Interior, this section.

**7.8.H. Certification**

7.8.1. The body manufacturer upon request of the Idaho State Department of Education Student Transportation Section shall certify that its product meets all Idaho minimum construction standards (Standards for Idaho School Buses and Operations) for items not covered by the FMVSS certification requirements of 49 CFR, Part 567.

**7.9.I. Chains (Tire)**

7.9.1. See Wheelhousing, this section.

**7.10. J. Color**

7.10.1. 1. The school bus body shall be painted National School Bus Yellow (NSBY), according to School Bus Manufacturers Technical Council publication - 008.

7.10.2. 2. The entire rubrail and body exterior paint trim shall be black. Entrance door exterior (excluding glass) shall be NSBY or black, or unpainted aluminum. Passenger and driver window frames shall be painted NSBY, black to match body trim, or shall be unpainted aluminum. The area between the passenger and driver window frames shall be NSBY (National School Bus Yellow).

7.10.3. 3. Optionally, the roof of the bus may be painted white (non-reimbursable) except that the front and rear roof caps shall remain NSBY, according to National School Transportation Specifications & Procedures Placement of Reflective Markings. If required by automated painting processes a maximum three (3) inch black transition strip is allowed between the white roof cap and the NSBY body paint above the windows.

**7.11. K. Communications**

7.11.1. All school buses used to transport students shall be equipped with two-way voice communication other than CB radios.

**7.12. L. Construction**

7.12.1. 1. **Side Intrusion Test:** The bus body shall be constructed to withstand an intrusion force equal to the curb weight of the vehicle, or exceed

20,000 pounds, whichever is less. Each vehicle shall be capable of meeting this requirement when tested in accordance with the procedures set forth below.

7.12.2. 2. The complete body structure, or a representative seven-body section mock up with seats installed, shall be load-tested at a location 24 inches plus or minus two inches above the floor line, with a maximum 10-inch diameter cylinder, 48 inches long, mounted in a horizontal plane.

7.12.3. 3. The cylinder shall be placed as close as practical to the mid-point of the tested structure, spanning two internal vertical structural members. The cylinder shall be statically loaded to the required force of curb weight or 20,000 pounds, whichever is less, in a horizontal plane with the load applied from the exterior toward the interior of the test structure. Once the minimum load has been applied, the penetration of the loading cylinder into the passenger compartment shall not exceed a maximum of ten inches from its original point of contact. There can be no separation of lapped panels or construction joints. Punctures, tears or breaks in the external panels are acceptable but are not permitted on any adjacent interior panel.

7.12.4. 4. Body companies shall certify compliance with this intrusion requirement, including test results, if requested.

7.12.5. 5. Construction shall be reasonably dust-proof and watertight.

7.13. **M. Crossing Control Arm (Optional)**

7.13.1. 1. Buses may be equipped with a crossing control arm mounted on the right side of the front bumper. This arm when opened shall extend in a line parallel with the body side and positioned on a line with the right side wheels.

7.13.2. 2. All components of the crossing control arm and all connections shall be weatherproofed.

7.13.3. 3. The crossing control arm shall incorporate system connectors (electrical, vacuum or air) at the gate and shall be easily removable to allow for towing of the bus.

7.13.4. 4. The crossing control arm shall be constructed of noncorrosive or nonferrous material or treated in accordance with the body sheet metal specifications. (see METAL TREATMENT)

7.13.5. 5. There shall be no sharp edges or projections that could cause injury or be a hazard ~~hazard or injury~~ to students. The end of the arm shall be rounded.

~~7.13.6.~~ 6. The crossing control arm shall extend a minimum of 70 inches (measured from the bumper at the arm assembly attachment point) when in the extended position.

~~7.13.7.~~ 7. The crossing control arm shall extend simultaneously with the stop arm(s) by means of the stop arm controls.

~~7.13.8.~~ 8. An automatic recycling interrupt switch should be installed for temporary disabling of the crossing control arm.

~~7.13.9.~~ 9. The assembly shall include a device attached to the bumper near the end of the arm to automatically retain the arm while in the stowed position. That device shall not interfere with normal operations of the crossing control arm.

~~7.14.~~ N. **Defrosters**

~~7.14.1.~~ 1. Defrosting and defogging equipment shall direct a sufficient flow of heated air onto the windshield, the window to the left of the driver and the glass in the viewing area directly to the right of the driver to eliminate frost, fog and snow. **Exception:** The requirement of this standard does not apply to the exterior surfaces of double pane storm windows.

~~7.14.2.~~ 2. The defrosting system shall conform to SAE J381.

~~7.14.3.~~ 3. The defroster and defogging system shall be capable of furnishing heated, outside ambient air, except that the part of the system furnishing additional air to the windshield, entrance door and stepwell may be of the recirculating air type.

~~7.14.4.~~ 4. Auxiliary fans are not considered defrosting or defogging systems.

~~7.14.5.~~ 5. Buses shall be equipped with a switch that will cut all power to radio and fans for noise suppression purposes and it shall be mounted within easy reach of the driver.

~~7.14.6.~~ 6. Portable heaters shall not be used. Low profile heaters are not allowed within the clear floor area required to accommodate a wheelchair.

~~7.15.~~ O. **Doors, Service Entrance**

~~7.15.1.~~ 1. The entrance service door shall be in the driver's control, designed to afford easy release and to provide a positive latching device on manual operating doors to prevent accidental opening. When a hand lever is

used, no part shall come together that will shear or crush fingers. Manual door controls shall not require more than 25 pounds of force to operate at any point throughout the range of operation, as tested on a 10 percent grade both uphill and downhill.

~~7.15.2.~~ 2. The entrance service door shall be located on the right side of the bus, opposite and within direct view of driver.

~~7.15.3.~~ 3. The entrance service door shall have a minimum horizontal opening of 24 inches and a minimum vertical opening of 68 inches.

~~7.15.4.~~ 4. The entrance Service door shall be a split-type door and shall open outward.

~~7.15.5.~~ 5. ~~Lower, as well as upper, door panels~~ All entrance door glass shall be of approved safety glass. The bottom of each lower glass panel shall not be more than ten inches from the top surface of the bottom step. The top of each upper glass panel when viewed from the interior shall be not be more than 3 inches below the interior door control cover or header pad. ~~shall not be more than three inches from the top of the door.~~

~~7.15.6.~~ 6. Vertical closing edges on entrance doors shall be equipped with flexible material to protect children's fingers.

~~7.15.7.~~ 7. There shall be no door to left of driver on Type B, C or D vehicles. All Type A vehicles may be equipped with the chassis manufacturer's standard left-side door.

~~7.15.8.~~ 8. All doors shall be equipped with padding at the top edge of each door opening. Padding shall be at least three inches wide and one inch thick and extend the full width of the door opening.

~~7.15.9.~~ 9. On power-operated entrance service doors, the emergency release valve, switch or device to release the entrance service door must be placed above or to the immediate left or right of the entrance service door and must be clearly labeled. The emergency valve, switch or device shall work in the absence of power.

~~7.16.~~ P. **Emergency Exits and Emergency Exit Alarm Systems**

~~7.16.1.~~ 1. Any ~~All~~ installed emergency exits and all exit alarm systems shall comply with the requirements of FMVSS No. 217.

~~7.16.2.~~ 2. The upper portion of the emergency door shall be equipped with approved safety glazing, the exposed area of which shall be at least 400 square inches. The lower portion of the rear emergency doors on Types A-2,

B, C, and D vehicles shall be equipped with a minimum of 350 square inches of approved safety glazing.

~~7.16.3.~~ 3. There shall be no steps leading to an emergency door.

~~7.16.4.~~ 4. The words "EMERGENCY DOOR" or "EMERGENCY EXIT," in letters at least 2" high, shall be placed at the top of or directly above the emergency exit, or on the door in the metal panel above the top glass, both inside and outside the bus.

~~7.16.5.~~ 5. The emergency door(s) shall be equipped with padding at the top edge of each door opening. Padding shall be at least three inches wide and one inch thick, and shall extend the full width of the door opening.

~~7.16.6.~~ 6. There shall be no obstruction higher than ¼ inch across the bottom of any emergency door opening. Fasteners used within the emergency exit opening, shall be free of sharp edges or burrs.

~~7.16.7.~~ 7. Operation instructions shall be located at or near the emergency door exit release handle, both inside and outside of the bus. ( In accordance with Federal Regulations Title 49 CFR 571.217 each school bus shall have the designation "Emergency Door" or "Emergency Exit," as appropriate, in letters at least 5 centimeters high, of a color that contrasts with its background. For emergency exit doors, the designation shall be located at the top of, or directly above, the emergency exit door on both the inside and outside surfaces of the bus. Concise operating instructions describing the motions necessary to unlatch and open the emergency exit shall be located within 15 centimeters of the release mechanism on the inside surface of the bus. These instructions shall be in letters at least 1 centimeter high and of a color that contrasts with its background. Examples: (1) Lift to Unlatch, Push to Open (2) Turn Handle, Push Out to Open). Outside may consist of a black arrow pointing in direction of handle travel. No other lettering shall obstruct or interfere with the placement of operation instructions mounted on the interior or exterior of the emergency exit door.

~~7.16.8.~~ 8. The rear emergency window shall have an assisted lifting assistance device that will aid in lifting and holding the rear emergency window open.

9. Each emergency exit door of a school bus shall be equipped with a positive door opening device that, after the release mechanism has been operated, bears the weight of the door; Keeps the door from closing past the point at which the door is perpendicular to the side of the bus body, regardless of the body's orientation; and Provides a means for release or override. The positive door opening device shall perform the functions specified in paragraph (a)(3)(i) (A) and (B) of this section without the need for additional action beyond opening

the door past the point at which the door is perpendicular to the side of the bus body. Emergency door(s) holder – language (CFR 571.217)

7.16.8. 10. Types A, B, C and D vehicles shall be equipped with a total number of emergency exits as follows for the indicated capacities of vehicles. Exits required by FMVSS 217 may be included to comprise the total number of exits specified.

|                                |  |
|--------------------------------|--|
| 0 to 42 Passengers             | = 1 emergency exit per side and 1 roof hatch.    |
| 43 to 78 Passengers            | = 2 emergency exits per side and 2 roof hatches. |
| 79 <del>to</del> 90 Passengers | = 3 emergency exits per side and 2 roof hatches. |

7.16.9. 11. Side emergency exit windows, when installed, may be vertically hinged on the forward side of the window. Operation instructions shall be on the inside or clearly readable of a contrasting color if on the outside from the inside in writing, and be located within 6" of the release mechanism at or near the emergency exit release handle. No side emergency exit window will be located above a stop arm. Emergency exit doors, side emergency exit windows and emergency exit roof hatches shall be strategically located for optimal egress during an emergency evacuation of the bus.

7.16.10. ~~7.16.11~~ 12. Emergency exit doors shall include an alarm system that includes an audible warning device at the emergency door exit and also in the driver's compartment. Emergency exit side windows shall include an alarm system that includes an audible warning device in the driver's compartment. Roof hatches do not require an alarm system, but if so equipped, they must be operable and include an audible warning device in the driver's compartment.

13. Vandal lock may be installed, if applicable, the interlock and vandal lock should be interconnected.

7.16.11.

7.17. **Q. Emergency Equipment**

7.17.1. 1. *Fire extinguisher:*

7.17.1.1. a. The bus shall be equipped with at least one UL-approved pressurized, dry chemical fire extinguisher complete with hose. The extinguisher shall be mounted and secured in a bracket, located in the driver's compartment and readily accessible to the driver and passengers. A pressure gauge shall be mounted on the extinguisher and be easily read without moving the extinguisher from its mounted position. Fire extinguisher shall be mounted in such a way as to prevent the entanglement of clothing, backpack straps, drawstrings, etc.

~~7.17.1.2.~~ b. The fire extinguisher shall have a total rating of 2A10BC or greater. The operating mechanism shall be sealed with a type of seal (breakable) that will not interfere with the use of the fire extinguisher.

~~7.17.2.~~ 2. *First-aid kit:*

~~7.17.2.1.~~ a. The bus shall have a removable, moisture-proof and dust-proof first aid kit sealed with a breakable type seal and mounted in the driver's compartment in a location that is physically accessible to all drivers. It shall be properly mounted and secured and identified as a first aid kit. The location for the first aid kit shall be marked. First-aid kit shall be mounted in such a way as to prevent the entanglement of clothing, backpack straps, drawstrings, etc.

~~7.17.2.2.~~ b. Contents shall, at a minimum, include:

~~7.17.2.2.1.~~ (1) 2 - 1 inch x 2 1/2 yards adhesive tape rolls

~~7.17.2.2.2.~~ (2) 24 - sterile gauze pads 3 inches x 3 inches

~~7.17.2.2.3.~~ (3) 100 - 3/4 inch x 3 inches adhesive bandages

~~7.17.2.2.4.~~ (4) 8 - 2 inch bandage compress

~~7.17.2.2.5.~~ (5) 10 - 3 inch bandage compress

~~7.17.2.2.6.~~ (6) 2 - 2 inch x 6 feet sterile gauze roller bandages

~~7.17.2.2.7.~~ (7) 2 - non-sterile triangular bandages approximately 39 inches x 35 inches x 54 inches with 2 safety pins

~~7.17.2.2.8.~~ (8) 3 - sterile gauze pads 36 inches x 36 inches

~~7.17.2.2.9.~~ (9) 3 - sterile eye pads

~~7.17.2.2.10.~~ (10) 1 - rounded-end scissors

~~7.17.2.2.11.~~ (11) 1 - mouth-to-mouth airway

~~7.17.2.2.12.~~ (12) 1 - pair medical examination gloves

~~7.17.3.~~ 3. *Body fluid clean-up kit:*

~~7.17.3.1.~~ a. Each bus shall have a removable and moisture-proof body fluid clean-up kit. It shall be sealed with a breakable type seal. It shall be



properly mounted in the driver's compartment in a location that is physically accessible to all drivers and identified as a body fluid clean-up kit. Body fluid clean-up kit shall be mounted in such a way as to prevent the entanglement of clothing, backpack straps, drawstrings, etc.

7.17.3.2.      b.      Contents shall, at a minimum, include:

7.17.3.2.1. (1)      1 - pair medical examination gloves

7.17.3.2.2. (2)      Absorbent

7.17.3.2.3. (3)      1 - scoop

7.17.3.2.4. (4)      1 - scraper or hand broom

7.17.3.2.5. (5)      Disinfectant

7.17.3.2.6. (6)      2 - plastic bags

7.17.4.      4.      *Warning devices:*

7.17.4.1.      Each school bus shall contain at least three (3) reflectorized triangle road warning devices that meet requirements in FMVSS 125. The warning device(s) shall be enclosed in an approved box that shall be sealed with a breakable type seal. The warning device(s) and approved box shall be mounted in an accessible place within the driver's compartment of the bus and shall be mounted in such a way as to prevent the entanglement of clothing, backpack straps, drawstrings, etc. The lid of the approved box may be designed so as to reveal the contents of the box without opening the lid.

7.17.5.      5.      Any of the emergency equipment may be mounted in an enclosed compartment, provided the compartment is labeled in not less than one-inch letters, identifying each piece of equipment contained therein.

7.17.6.      6.      Tape(s) and silicone sealants do not meet breakable type seal requirement. Breakable type seal(s) shall be replaced as appropriate and necessary and also during every annual school bus inspection following a thorough inspection for deterioration and required contents.

7.17.7.      7.      Ignitable flares and axes are not allowed on school buses.

7.18.      **R.      Floors**

7.18.1.      1.      The floor in the under-seat area, including tops of wheelhousing, driver's compartment and toeboard, shall be covered with rubber floor covering or equivalent, having a minimum overall thickness of .125 inch, and a

calculated burn rate of 0.1 or less, using the test methods, procedures and formulas listed in FMVSS No. 302. The driver's area on all Type A buses may be manufacturer's standard flooring and floor covering.

~~7.18.2.~~ 2. The floor covering in the aisles shall be of aisle-type rubber or equivalent, wear-resistant and ribbed. Minimum overall thickness shall be .187 inch measured from tops of ribs.

~~7.18.3.~~ 3. The floor covering must be permanently bonded to the floor and must not crack when subjected to sudden changes in temperature. Bonding or adhesive material shall be waterproof and shall be a type recommended by the manufacturer of floor-covering material. All seams must be sealed with waterproof sealer.

~~7.18.4.~~ 4. On Types B, C and D buses, a flush-mounted, screw-down plate that is secured and sealed shall be provided to access the fuel tank sending unit, and/or fuel pump. This plate shall not be installed under flooring material.

~~7.18.5.~~ 5. ~~Low profile heaters are not allowed within the clear floor area required to accommodate a wheelchair.~~

~~7.19.~~ **S. Handrails**

~~7.19.1.~~ At least one handrail shall be installed. The handrail(s) shall assist passengers during entry or exit, and be designed to prevent entanglement, as evidenced by the passage of the NHTSA string and nut test, as defined in National School Transportation Specifications & Procedures School Bus Inspection.

~~7.20.~~ **T. Heaters and Air Conditioning Systems**

~~7.20.1.~~ 1. *Heating System:*

~~7.20.1.1.~~ a. The heater shall be hot water and/or combustion type.

~~7.20.1.2.~~ b. If only one heater is used, it shall be fresh-air or combination fresh-air and recirculation type.

~~7.20.1.3.~~ c. If more than one heater is used, additional heaters may be recirculating air type.

~~7.20.1.4.~~ d. The heating system shall be capable of maintaining bus interior temperatures as specified in SAE test procedure J2233.

~~7.20.1.5.~~ e. ~~Buses shall be equipped with a switch that will cut all power to radio and fans for noise suppression purposes and it shall be mounted within easy reach of the driver.~~

~~7.20.1.6.~~ f.        Auxiliary fuel-fired heating systems (non-reimbursable) are permitted, provided they comply with the following:

~~7.20.1.6.1.~~ (1)        The auxiliary heating system fuel shall utilize the same type fuel as specified for the vehicle engine.

~~7.20.1.6.2.~~ (2)        The heater(s) may be direct hot air or connected to the engine's coolant system.

~~7.20.1.6.3.~~ (3)        An auxiliary heating system, when connected to the engine's coolant system, may be used to preheat the engine coolant or preheat and add supplementary heat to the bus's heating system.

~~7.20.1.6.4.~~ (4)        Auxiliary heating systems must be installed pursuant to the manufacturer's recommendations and shall not direct exhaust in such a manner that will endanger bus passengers.

~~7.20.1.6.5.~~ (5)        Auxiliary heating systems which operate on diesel fuel shall be capable of operating on #1, #2 or blended diesel fuel without the need for system adjustment.

~~7.20.1.6.6.~~ (6)        The auxiliary heating system shall be low voltage.

~~7.20.1.6.7.~~ (7)        Auxiliary heating systems shall comply with all applicable FMVSSs, including FMVSS No. 301, as well as with SAE test procedures.

g.        All forced air heaters installed by body manufacturers shall bear a name plate that indicates the heater rating in accordance with SBMTC-001. The plate shall be affixed by the heater manufacturer and shall constitute certification that the heater performance is as shown on the plate. Low profile heaters are not allowed within the clear floor area required to accommodate a wheelchair.

~~7.20.1.7.~~ h.        Portable heaters shall not be allowed

~~7.20.1.8.~~ i.        Heater hoses shall be adequately supported to guard against excessive wear due to vibration. The hoses shall not dangle or rub against the chassis or any sharp edges and shall not interfere with or restrict the operation of any engine function. Heater hoses shall conform to SAE J20c. Heater lines on the interior of bus shall be shielded to prevent scalding of the driver or passengers. All heater hose shields shall completely cover all parts of the hose and connectors in such a way as to prevent burning subsequent to significant heat transferring to the shield.

They shall not incorporate any openings that would allow a passenger to be injured by sharp edges or hot surfaces.

~~7.20.1.9.~~ j. Each hot water system installed by a body manufacturer shall include one shut-off valve in the pressure line and one shut-off valve in the return line with both valves at the engine in an accessible location, except that on all Types A and B buses, the valves may be installed in another accessible location.

~~7.20.1.10.~~ k. All heaters in the passenger compartment shall be equipped with a device, installed in the hot water pressure line, which regulates the water flow to all passenger heaters. The device shall be conveniently operated by the driver while seated. The driver and passenger heaters may operate independently of each other for maximum comfort. ~~There shall be a water flow regulating valve installed in the pressure line for convenient operation by the driver while seated.~~

~~7.20.1.11.~~ l. All combustion heaters shall be in compliance with current Federal Motor Carrier Safety Administration Regulations.

~~7.20.1.12.~~ m. Accessible bleeder valves shall be installed in an appropriate place in the return lines of body company-installed heaters to remove air from the heater lines.

~~7.20.1.13.~~ n. Access panels shall be provided to make heater motors, cores, and fans readily accessible for service. An outside access panel may be provided for the driver's heater.

~~7.20.2.~~ 2. *Air Conditioning (Non-Reimbursable Option Except When Driven By IEP):*

~~7.20.2.1.~~ a. The following specifications are applicable to all types of school buses that may be equipped with air conditioning. This section is divided into two parts: Part 1 covers performance specifications and Part 2 covers other requirements applicable to all buses.

~~7.20.2.2.~~ b. **Part 1 - Performance Specifications:**

~~7.20.2.2.1.~~ (1) The installed air conditioning system should cool the interior of the bus down to at least 80 degrees Fahrenheit, measured at a minimum of three points, located four feet above the floor at the longitudinal centerline of the bus. The three points shall be: (1) near the driver's location, (2) at the mid point of the body, and (3) two feet forward of the rear emergency door, or, for Type D rear-engine buses, two feet forward of the end of the aisle.

7.20.2.2.2. (2) The test conditions under which the above performance must be achieved shall consist of: (1) placing the bus in a room (such as a paint booth) where ambient temperature can be maintained at 100 degrees Fahrenheit (2) heat soaking the bus at 100 degrees Fahrenheit with windows open for at least one hour and (3) closing windows, turning on the air conditioner with the engine running at the chassis manufacturer's recommended low idle speed, and cooling the interior of the bus to 80 degrees Fahrenheit or lower within a maximum of 30 minutes while maintaining 100 degrees Fahrenheit outside temperature.

7.20.2.2.3. (3) Alternately, and at the user's discretion, this test may be performed under actual summer conditions, which consist of temperatures above 85 degrees Fahrenheit, humidity above 50 percent with normal sun loading of the bus and the engine running at the manufacturer's recommended low idle speed. After a minimum of one hour of heat soaking, the system shall be turned on and must provide a minimum 20-degree temperature drop in the 30-minute time limit.

7.20.2.2.4. (4) The manufacturer shall provide facilities for the user or user's representative to confirm that a pilot model of each bus design meets the above performance requirements.

7.20.2.3. **c. Part 2 - Other Requirements:**

7.20.2.3.1. (1) Evaporator cases, lines and ducting (as equipped) shall be designed in such a manner that all condensation is effectively drained to the exterior of the bus below the floor level under all conditions of vehicle movement and without leakage on any interior portion of bus.

7.20.2.3.2. (2) Any evaporator or ducting system shall be designed and installed so as to be free of injury-prone projections or sharp edges. Any ductwork shall be installed so that exposed edges face the front of the bus and do not present sharp edges.

7.20.2.3.3. (3) On specially equipped school buses, the evaporator and ducting (if used) shall be placed high enough that they will not obstruct occupant securement shoulder strap upper attachment points. This clearance shall be provided along entire length of the passenger area on both sides of the bus interior to allow for potential retrofitting of new wheelchair positions and occupant securement devices throughout the bus.

7.20.2.3.4. (4) The body may be equipped with insulation, including sidewalls, roof, firewall, rear, inside body bows and plywood or composite floor insulation to aid in heat dissipation and reflection.

~~7.20.2.3.5.~~ (5) All glass (windshield, ~~service entrance~~ and emergency doors, side and rear windows) may be equipped with maximum integral tinting allowed by federal, state or ANSI standards for the respective locations, except that windows rear of the driver's compartment, if tinted shall have approximately 28 percent light transmission.

~~7.20.2.3.6.~~ (6) Electrical generating capacity shall be provided to accommodate the additional electrical demands imposed by the air conditioning system.

~~7.20.2.3.7.~~ (7) Roofs may be painted white to aid in heat dissipation, according to National School Transportation Specifications & Procedures Placement of Reflective Markings.

~~7.21.~~ **U. Hinges**

~~7.21.1.~~ All exterior metal door hinges which do not have stainless steel, brass or nonmetallic hinge pins or other designs that prevent corrosion shall be designed to allow lubrication to be channeled to the center 75 percent of each hinge loop without disassembly.

~~7.22.~~ **V. Identification**

~~7.22.1.~~ 1. The body shall bear the words "SCHOOL BUS" in black letters at least eight inches high on both front and rear of the body or on signs attached thereto. Lettering shall be placed as high as possible without impairment of its visibility. Letters shall conform to "Series B" of Standard Alphabets for Highway Signs. "SCHOOL BUS" lettering shall have a reflective background, or as an option, may be illuminated by backlighting.

~~7.22.2.~~ 2. MFSABs are exempt from these requirements.

~~7.22.3.~~ 3. *Required lettering and numbering shall include:*

~~7.22.3.1.~~ a. School district owned vehicles will be identified with black lettering (minimum four inches (4") high) on both sides of the school bus using the district name and number listed in the Idaho Educational Directory. Contractor-owned school buses under contract with a school district must also comply with the same identification standards as district-owned buses and shall be identified by either the contractor or district name, as decided by the district.

~~7.22.3.2.~~ b. Each district-owned or contracted school bus will be separately identified with its own number in two (2) places on each side of the bus in the logo panel/belt line using six inch (6") high black numbers. Numbers on the passenger side shall be as close to the first and last

passenger windows as possible and on the driver's side as close to the stop arm and last passenger window as possible.

- ~~7.22.3.3.~~ c. \_\_\_\_\_ Unauthorized entry placards shall be displayed in the most visible location when observed by persons approaching the vehicle with the door in the open position. Permanence of the placard should be a consideration when choosing a location for attachment. Placard shall read as follows:

### **WARNING**

#### **IT IS UNLAWFUL TO:**

**Enter a school bus with the intent to commit a crime**  
**Enter a school bus and disrupt or interfere with the driver**  
**Refuse to disembark after ordered to do so**  
**(18-1522; 18-113, Idaho Code)**

~~7.22.3.3.1.~~ (1) \_\_\_\_\_ State Department of Education Student Transportation Section may provide unauthorized entry placards.

- ~~7.22.3.4.~~ d. \_\_\_\_\_ Other lettering, numbering, or symbols, which may be displayed on the exterior of the bus, shall be limited to:

- ~~7.22.3.5.~~ e. \_\_\_\_\_ Bus identification number on the top, front and rear of the bus, in addition to the required numbering on the sides.

- ~~7.22.3.6.~~ f. \_\_\_\_\_ The location of the battery(ies) identified by the word "BATTERY" or "BATTERIES" on the battery compartment door in two-inch maximum lettering.

- ~~7.22.3.7.~~ g. \_\_\_\_\_ Symbols or letters not to exceed 64 square inches of total display near the entrance service door exterior displaying information for identification by the students of the bus or route served. No symbols, letters, or other signage shall be permitted on the first two passenger windows or on entrance door glass which may block or obscure clear visibility.

- ~~7.22.3.8.~~ h. \_\_\_\_\_ All other signage must have prior written SDE approval.

- ~~7.22.3.9.~~ i. \_\_\_\_\_ Manufacturer, dealer or school identification or logos displayed so as not to distract significantly from school bus body color and lettering specifications.

- ~~7.22.3.10.~~ j. \_\_\_\_\_ Symbols identifying the bus as equipped for or transporting students with special needs (see Specially Equipped School Bus section).

~~7.22.3.11.~~ k. Lettering on the rear of the bus relating to school bus flashing signal lamps or railroad stop procedures. This lettering shall not obscure or interfere with the operation instructions displayed on the exterior portion of the rear emergency exit door.

~~7.22.3.12.~~ l. Identification of fuel type in two-inch maximum lettering adjacent to the fuel filler opening.

~~7.22.3.13.~~ m. One 4" x 10" (maximum) decal promoting school bus safety on rear bumper.

~~7.23.~~ W. **Inside Height**

~~7.23.1.~~ Inside body height shall be 72" or more, measured metal to metal, at any point on longitudinal centerline from front vertical bow to rear vertical bow. Inside body height of Type A-1 buses shall be 62" or more.

~~7.24.~~ X. **Insulation (Optional)**

~~7.24.1.~~ 1. If thermal insulation is specified, it shall be fire-resistant, UL approved, with minimum R-value of 5.5. Insulation shall be installed so as to prevent sagging.

~~7.24.2.~~ 2. If floor insulation is required, it shall be five-ply nominal 5/8 inch thick plywood, and it shall equal or exceed properties of the exterior-type softwood plywood, C-D Grade, as specified in standard issued by U.S. Department of Commerce. When plywood is used, all exposed edges shall be sealed. Type A-1 buses may be equipped with nominal 1/2 inch thick plywood or equivalent material meeting the above requirements. Equivalent material may be used to replace plywood, provided it has an equal or greater insulation R-value, deterioration, sound abatement and moisture resistance properties.

~~7.25.~~ Y. **Interior**

~~7.25.1.~~ 1. The interior of bus shall be free of all unnecessary projections, which include luggage racks and attendant handrails, to minimize the potential for injury. This specification requires inner lining on ceilings and walls. If the ceiling is constructed to contain lapped joints, the forward panel shall be lapped by rear panel and exposed edges shall be beaded, hemmed, flanged, or otherwise treated to minimize sharp edges. Buses may be equipped with a storage compartment for tools, tire chains and/or tow chains. (see STORAGE COMPARTMENT)

~~7.25.2.~~ 2. Non-reimbursable interior overhead storage compartments may be provided if they meet the following criteria:



~~7.25.2.1.~~ a. Meet head protection requirements of FMVSS 222, where applicable.

~~7.25.2.2.~~ b. Have a maximum rated capacity displayed for each compartment.

~~7.25.2.3.~~ c. Be completely enclosed and equipped with latching doors which must be sufficient to withstand a force of five times the maximum rated capacity of the compartment.

~~7.25.2.4.~~ d. Have all corners and edges rounded with a minimum radius of one-inch or padded equivalent to door header padding.

~~7.25.2.5.~~ e. Be attached to the bus sufficiently to withstand a force equal to twenty times the maximum rated capacity of the compartment.

~~7.25.2.6.~~ f. Have no protrusions greater than ¼ inch.

~~7.25.3.~~ 3. The driver's area forward of the foremost padded barriers will permit the mounting of required safety equipment and vehicle operation equipment. All equipment necessary for the operation of the vehicle shall be properly secured in such a way as to prevent the entanglement of clothing, backpack straps, drawstrings, etc.

~~7.25.4.~~ 4. Every school bus shall be constructed so that the noise level taken at the ear of the occupant nearest to the primary vehicle noise source shall not exceed 85 dbA when tested according to National School Transportation Specifications & Procedures Noise Test Procedure.

~~7.25.5.~~ 5. Low profile heaters are not allowed within the clear floor area required to accommodate a wheelchair.

~~7.26.~~ **Z. Lamps and Signals**

~~7.26.1.~~ 1. Interior lamps shall be provided which adequately illuminate the aisle and stepwell. The stepwell ~~light-lamps~~ shall be illuminated by an entrance service door-operated switch, to illuminate only when ~~headlights-headlamps~~ and ~~or clearance lights-lamps~~ are on and the entrance service door is open. An additional exterior mounted ~~light-lamps~~ shall be mounted next to the service entrance door to adequately illuminate the outside approach to the door. It shall be actuated simultaneously with the stepwell ~~light-lamps~~.

~~7.26.2.~~ 2. Body instrument panel ~~lights-lamps~~ shall be controlled by an independent rheostat switch.

7.26.3. 3. School Bus Alternately Flashing Signal Lamps:

7.26.3.1. a. The bus shall be equipped with two red lamps at the rear of vehicle and two red lamps at the front of the vehicle.

7.26.3.2. b. In addition to the four red lamps described above, four amber lamps shall be installed so that one amber lamp is located near each red signal lamp, at the same level, but closer to the vertical centerline of bus. The system of red and amber signal lamps, when in its operational mode, shall be wired so that amber lamps are energized manually, and red lamps are automatically energized (with amber lamps being automatically de-energized) when stop signal arm is extended or when bus entrance service door is opened. An amber pilot ~~light lamp~~ and a red pilot ~~light lamp~~ shall be installed adjacent to the driver controls for the flashing signal lamp to indicate to the driver which lamp system is activated.

7.26.3.3. c. Air and electrically operated doors may be equipped with an over-ride switch that will allow the red lamps to be energized without opening the door, when the alternately flashing signal lamp system is in its operational mode. The use of such a device shall be in conformity with the law and SDE loading/unloading training procedures, as contained in Idaho's school bus driver training curriculum.

7.26.3.4. d. The area around the lenses of alternately flashing signal lamps extending outward from the edge of the lamps three inches (+/- 1/4 inch) to the sides and top and minimum one inch to the bottom, shall be black in color on the body or roof area against which the signal lamp is seen (from a distance of 500 feet along axis of the vehicle).

7.26.3.5. e. Red lamps shall flash at any time the stop signal arm is extended.

7.26.3.6. f. All flashers for alternately flashing red and amber signal lamps shall be enclosed in the body in a readily accessible location.

7.26.4. 4. Turn Signal and Stop/Tail Lamps:

7.26.4.1. a. Bus body shall be equipped with amber rear turn signal lamps that are at least seven inches in diameter or, if a shape other than round, a minimum 38 square inches of illuminated area and shall meet SAE specifications-FMVSS No. 108. These signal lamps must be connected to the chassis hazard-warning switch to cause simultaneous flashing of turn signal lamps when needed as vehicular traffic hazard warning. Turn signal lamps are to be placed as wide apart as practical and their centerline shall be a maximum of 12 inches below the rear window. Type A-1 conversion

vehicle front lamps must be at least 21 square inches in lens area and must be in the manufacturer's standard color.

~~7.26.4.2.~~ b. Buses shall be equipped with amber side-mounted turn ~~signal-lights~~ lamps. One turn signal lamp on the left side shall be mounted rearward of the stop signal arm and one turn signal lamp on the right side shall be mounted rearward of the entrance ~~service~~ door. Both front side-mounted turn signal lamps shall be mounted forward of the bus center-line. An additional side mounted turn signal lamp may be mounted on each side of the bus to the rear of the bus center-line.

~~7.26.4.3.~~ c. Buses shall be equipped with four combination red stop/tail lamps:

~~7.26.4.3.1.~~ (1) Two combination lamps with a minimum diameter of seven inches, or if a shape other than round, a minimum 38 square inches of illuminated area shall be mounted on the rear of the bus just inside the turn signal lamps.

~~7.26.4.3.2.~~ (2) Two combination lamps with a minimum diameter of four inches, or if a shape other than round, a minimum of 12 square inches of illuminated area, shall be placed on the rear of the body between the beltline and the floor line. The rear license plate lamp may be combined with one lower tail lamp. Stop lamps shall be activated by the service brakes and shall emit a steady light when illuminated. Type A-1 buses with bodies supplied by chassis manufacturer may be equipped with manufacturer's standard stop and tail lamps.

~~7.26.4.4.~~ d. On buses equipped with a monitor for the front and rear lamps of the school bus, the monitor shall be mounted in full view of the driver. If the full circuit current passes through the monitor, each circuit shall be protected by a fuse ~~or~~ circuit breaker or electronic protection device against any short circuit or intermittent shorts.

~~7.26.4.5.~~ e. An optional white flashing strobe ~~light-lamp~~ may be installed on the roof of a school bus, at a location not to exceed 1/3 the body length forward from the rear of the roof edge. The light lamp shall have a single clear lens emitting light 360 degrees around its vertical axis and may not extend above the roof more than maximum legal height. A manual switch and a pilot light lamp shall be included to indicate when light lamp is in operation. Operation of the strobe light lamp is limited to periods of inclement weather, nighttime driving, emergency situation or whenever students are on-board. Optionally, the strobe light-lamp may be mounted on the roof in the area directly over the restraining barrier on the driver's side, may be wired to activate with the amber alternately flashing signal

lamps, continuing through the full loading or unloading cycle, and may be equipped with an override switch to allow activation of the strobe at any time for use in inclement weather, nighttime driving or emergency situation.

~~7.26.4.6. f.~~ 7.26.4.6. f. The bus body shall be equipped with two white rear backup lamps ~~signals~~ that are at least four inches in diameter or, if a shape other than round, a minimum of 12 square inches of illuminated area, meeting FMVSS No. 108 and Idaho Code 49-920. If backup lamps are placed on the same horizontal line as the brake lamps and turn signal lamps, they shall be to the inside.

~~7.27.~~ 7.27. **AA. Metal Treatment**

~~7.27.1.~~ 7.27.1. 1. All metal except high-grade stainless steel or aluminum used in construction of the bus body shall be zinc-coated or aluminum-coated or treated by an equivalent process before bus is constructed. Included are such items as structural members, inside and outside panels, door panels and floor sills. Excluded are such items as door handles, grab handles, interior decorative parts and other interior plated parts.

~~7.27.2.~~ 7.27.2. 2. All metal parts that will be painted, in addition to the above requirements, shall be chemically cleaned, etched, zinc phosphate-coated and zinc chromate-or epoxy-primed, or the metal may be conditioned by an equivalent process. This includes but not limited to such items as crossing arm and stop arm.

~~7.27.3.~~ 7.27.3. 3. In providing for these requirements, particular attention shall be given to lapped surfaces, welded connections of structural members, cut edges on punched or drilled hole areas in sheet metal, closed or box sections, unvented or undrained areas and surfaces subjected to abrasion during vehicle operation.

~~7.27.4.~~ 7.27.4. 4. As evidence that the above requirements have been met, samples of materials and sections used in the construction of the bus body shall be subjected to a cyclic corrosion testing as outlined in SAE J1563 not lose more than 10 percent of material by weight when subjected to a 1,000-hour salt spray test as provided for in the latest revision of ASTM Standard B-117.

~~7.28.~~ 7.28. **BB. Mirrors**

~~7.28.1.~~ 7.28.1. 1. The interior mirror shall be either clear view laminated glass or clear view glass bonded to a backing which retains the glass in the event of breakage. The mirror shall have rounded corners and protected edges. All

Type A buses shall have a minimum of a six-inch x 16-inch mirror and Types B, C, and D buses shall have a minimum of a six-inch x 30-inch mirror.

~~7.28.2.~~ 2. Each school bus shall be equipped with exterior mirrors meeting the requirements of FMVSS No. 111. Mirrors shall be easily adjustable but shall be rigidly braced so as to reduce vibration. The right side rear view mirror shall not be obscured by the un-wiped portion of the windshield.

~~7.28.3.~~ 3. Heated external mirrors may be used.

~~7.28.4.~~ 4. Remote controlled external rear view mirrors may be used.

~~7.29.~~ **CC. Mounting**

~~7.29.1.~~ 1. The chassis frame shall support the rear body cross member. The bus body shall be attached to chassis frame at each main floor sill, except where chassis components interfere, in such a manner as to prevent shifting or separation of the body from the chassis under severe operating conditions.

~~7.29.2.~~ 2. Isolators shall be installed at all contact points between body and chassis frame on Types A-2, B, C, and D buses, and shall be secured by a positive means to the chassis frame or body to prevent shifting, separation, or displacement of the isolators under severe operating conditions.

~~7.30.~~ **DD. Overall Length**

~~7.30.1.~~ Overall length of bus shall not exceed 45 feet, excluding accessories.

~~7.31.~~ **EE. Overall Width**

~~7.31.1.~~ Overall width of bus shall not exceed 102 inches, excluding accessories.

~~7.32.~~ **FF. Public Address System**

~~7.32.1.~~ 1. Buses may be equipped with AM/FM audio and/or public address system having interior or exterior speakers.

~~7.32.2.~~ 2. No internal speakers, other than the driver's communication systems, may be installed within four feet of the driver's seat back in its rearmost upright position.

~~7.32.3.~~ 3. Buses shall be equipped with a switch that will cut all power to radio and fans for noise suppression purposes and it shall be mounted within easy reach of the driver.

**7.33. GG. Reflective Material (See National School Transportation Specifications & Procedures Placement of Reflective Markings)**

7.33.1. 1. The front and/or rear bumper may be marked diagonally 45 degrees down to centerline of pavement with two-inch  $\pm \frac{1}{4}$  inch wide strips of non-contrasting reflective material.

7.33.2. 2. The rear of bus body shall be marked with strips of reflective NSBY material to outline the perimeter of the back of the bus using material which conforms to the requirements of FMVSS No. 131, Table 1. The perimeter marking of rear emergency exits per FMVSS No. 217 and/or the use of reflective "SCHOOL BUS" signs partially accomplish the objective of this requirement. To complete the perimeter marking of the back of the bus, strips of at least one and three-quarters ( $1 \frac{3}{4}$ ) inch reflective NSBY material shall be applied horizontally above the rear windows and above the rear bumper, extending from the rear emergency exit perimeter, marking outward to the left and right rear corners of the bus. Vertical strips shall be applied at the corners connecting these horizontal strips.

7.33.3. 3. "SCHOOL BUS" signs, if not of lighted design, shall be marked with retroreflective NSBY material comprising background for lettering of the front and/or rear "SCHOOL BUS" signs.

7.33.4. 4. Sides of bus body shall be marked with at least one  $\frac{3}{4}$  inch retroreflective NSBY material, extending the length of the bus body and located (vertically) between the floor line and the beltline.

7.33.5. 5. Signs, if used, placed on the rear of the bus relating to school bus flashing signal lamps or railroad stop procedures may be of retroreflective NSBY material comprising background for lettering.

**7.34. HH. Rub Rails**

7.34.1. 1. There shall be one rub rail located on each side of the bus approximately at seat cushion level which extends from the rear side of the entrance door completely around the bus body (except the emergency door or any maintenance access door) to the point of curvature near the outside cowl on the left side.

7.34.2. 2. There shall be one additional rub rail located on each side at, or no more than ten inches above the floor line. The rub rail shall cover the same longitudinal area as upper rub rail, except at the wheelhousings, and it shall, at a minimum, extend to radii of the right and left rear corners.

7.34.3. 3. Both rub rails shall be attached at each body post and all other upright structural members.

~~7.34.4.~~ 4. Each rub rail shall be four inches or more in width in their finished form, shall be constructed of 16-gauge steel or suitable material of equivalent strength and shall be constructed in corrugated or ribbed fashion. Each entire rub rail shall be black in color.

~~7.34.5.~~ 5. Both rub rails shall be applied outside the body or outside the body posts. Pressed-in or snap-on rub rails do not satisfy this requirement. For Type A-1 vehicles using the body provided by the chassis manufacturer or for Types A-2, B, C and D buses using the rear luggage or the rear engine compartment, rub rails need not extend around the rear corners.

~~7.34.6.~~ 6. There shall be a rub rail or equivalent bracing located horizontally at the bottom edge of the body side skirts.

~~7.35.~~ II. **Seats and Restraining Barriers**

~~7.35.1.~~ 1. *Passenger Seating:*

~~7.35.1.1.~~ a. All seats shall have a minimum cushion depth of 15 inches, a seat back height of 24 inches above the seating reference point, and must comply with all requirements of FMVSS No. 222. School bus design capacities shall be in accordance with 49 CFR, Part 571.3 and FMVSS No. 222. In addition to the fastener that forms the pivot for each seat retaining clip, a secondary fastener may be used in each clip to prevent the clip from rotating and releasing the seat cushion unintentionally.

~~7.35.1.2.~~ b. All restraining barriers and passenger seats may be constructed with non-reimbursable materials that enable them to meet the criteria contained in the School Bus Seat Upholstery Fire Block Test (National School Transportation Specifications & Procedures School Bus Seat Upholstery Fire Block Test).

~~7.35.1.3.~~ c. Each seat leg shall be secured to the floor by a minimum of two bolts, washers, and nuts. Flange-head nuts may be used in lieu of nuts and washers, or seats may be track-mounted in conformance with FMVSS No. 222. If track seating is installed, the manufacturer shall supply minimum and maximum seat spacing dimensions applicable to the bus, which comply with FMVSS No. 222. This information shall be on a label permanently affixed to the inside passenger compartment of the bus.

~~7.35.1.4.~~ d. All seat frames attached to the seat rail shall be fastened with two bolts, washers and nuts or flange-head nuts.

~~7.35.1.5.~~ e. All school buses (including Type A) shall be equipped with restraining barriers which conform to FMVSS No. 222.

- ~~7.35.1.6.~~ f. The use of a "flip seat" adjacent to any side emergency door is prohibited.

~~7.35.2.~~ 4. *Pre School Age Seating:*

~~7.35.2.1.~~ When installed, all passenger seats designed to accommodate a child or infant carrier seat shall comply with FMVSS No. 225. These seats shall be in compliance with NHTSA's "Guideline for the Safe Transportation of Pre-school Age Children in School Buses".

~~7.35.3.~~ 3. *Driver Seat:*

~~7.35.3.1.~~ a. The driver's seat supplied by the body company shall be a high back seat with a minimum seat back adjustable to 15 degrees, without requiring the use of tools, and a head restraint to accommodate a 5<sup>th</sup> percentile female to a 95th percentile adult male, as defined in FMVSS No. 208. The driver's seat shall be secured with nuts, bolts and washers or flanged-head nuts.

~~7.35.3.2.~~ b. Type A buses may use the standard driver's seat provided by the chassis manufacturer.

~~7.35.4.~~ 4. *Driver Restraint System:*

~~7.35.4.1.~~ a. A Type 2 lap/shoulder belt shall be provided for the driver. On buses where the driver's seat and upper anchorage for the shoulder belt are both attached to the body structure, a driver's seat with an integrated Type 2 lap/shoulder belt may be substituted. On buses where the driver's seat and upper anchorage for the shoulder belt are separately attached to both body and chassis structures (i.e., one attached to the chassis and the other attached to the body), a driver's seat with an integrated Type 2 lap/shoulder belt should be used.

~~7.35.4.2.~~ b. The assembly shall be equipped with an automatic emergency locking retractor for the continuous belt system. On all buses except Type A equipped with a standard chassis manufacturer's driver's seat, the lap portion of the belt system shall be guided or anchored to prevent the driver from sliding sideways under it. The lap/shoulder belt shall be designed to allow for easy adjustment in order to fit properly and to effectively protect drivers varying in size from 5th percentile adult female to 95th percentile adult male.



- ~~7.35.4.3.~~ c. Each bus shall be equipped with a durable webbing cutter having a full width handgrip and a protected, replaceable or non-corrodible blade. The required belt cutter shall be mounted in a location accessible to the seated driver in an easily detachable manner.

~~7.36.~~ JJ. **Steering Wheel**

- ~~7.36.1.~~ See Chassis section.

~~7.37.~~ KK. **Steps**

- ~~7.37.1.~~ 1. The first step at ~~service entrance~~ door shall be not less than ten inches and not more than 14 inches from the ground when measured from top surface of the step to the ground, based on standard chassis specifications, except that on Type D vehicles, the first step at the ~~service entrance~~ door shall be 12 inches to 16 inches from the ground. On chassis modifications which may result in increased ground clearance (such as four-wheel drive) an auxiliary step shall be provided to compensate for the increase in ground-to-first-step clearance. The auxiliary step is not required to be enclosed.

- ~~7.37.2.~~ 2. Step risers shall not exceed a height of ten inches. When plywood is used on a steel floor or step, the riser height may be increased by the thickness of the plywood.

- ~~7.37.3.~~ 3. OEM steps shall be enclosed to prevent accumulation of ice and snow.

- ~~7.37.4.~~ 4. OEM, retrofit, or after-market steps shall not protrude beyond the side body line, except during the loading or unloading of passengers.

~~7.38.~~ LL. **Step Treads**

- ~~7.38.1.~~ 1. All steps, including the floor line platform area, shall be covered with 3/16 inch rubber floor covering or other materials equal in wear and abrasion resistance to top grade rubber.

- ~~7.38.2.~~ 2. The metal back of the tread shall be permanently bonded to the step tread material.

- ~~7.38.3.~~ 3. Steps, including the floor line platform area, shall have a one ½-inch nosing that contrasts in color by at least 70 percent measured in accordance with the contrasting color specification in 36 CFR, Part 1192 ADA, Accessibility Guidelines for Transportation Vehicles.

- ~~7.38.4.~~ 4. Step treads shall have the following characteristics:

7.38.5. 5. Abrasion resistance: Step tread material weight loss shall not exceed 0.40 percent, as tested under ASTM D-4060, Standard Test Method for Abrasion Resistance of Organic Coatings by the Taber Abraser; (CS-17 Wheel, 1000 gram, 1000 cycle)

7.38.6. 6. Weathering resistance: Step treads shall not break, crack, or check after ozone exposure (7 days at 50 phm at 40 degrees C) and Weatherometer exposure (ASTM D-750, Standard Test Method for Rubber Deterioration in Carbon-Arc Weathering Apparatus, 7 days)

7.38.7. 7. Flame Resistance: Step treads shall have a calculated burn rate of .01 or less using the test methods, procedures and formulas listed in FMVSS No. 302, Flammability of Interior Materials

7.39. **MM. Stirrup Steps**

7.39.1. When the windshield and lamps are not easily accessible from the ground, there may be at least one folding stirrup step or recessed foothold and suitably located handles on each side of the front of the body for easy accessibility for cleaning. Steps are permitted in or on the front bumper in lieu of the stirrup steps, if the windshield and lamps are easily accessible for cleaning from that position.

7.40. **NN. Stop Signal Arm**

7.40.1. The stop signal arm(s) shall comply with the requirements of FMVSS No. 131.

7.41. **OO. Storage Compartment (Optional)**

7.41.1. A storage container for tools, tire chains, and/or tow chains may be located either inside or outside the passenger compartment. If inside, it shall have a cover capable of being securely latched and fastened to the floor (the seat cushion may not serve this purpose), convenient to either the ~~service~~ entrance door or the emergency door.

7.42. **PP. Sun Shield**

7.42.1. 1. An interior adjustable transparent sun shield, with a finished edge and not less than six inches by 30 inches for Types B, C, and D vehicles, shall be installed in a position convenient for use by the driver.

7.42.2. 2. On all Type A buses, the sun shield (visor) shall be installed according to the manufacturer's standard.

**7.43. QQ. Tail Pipe**

- 7.43.1.** 1. The tailpipe may be flush with, but shall not extend out more than two inches beyond, the perimeter of the body for side-exit pipe or the bumper for rear-exit pipe.
- 7.43.2.** 2. The tailpipe shall exit to the left or right of the emergency exit door in the rear of vehicle or to the left side of the bus in front or behind the rear drive axle. The tailpipe exit location on school bus types A-1 or B-1 buses may be according to the manufacturer's standard. The tailpipe shall not exit beneath any fuel filler location or beneath any emergency door.

**7.44. RR. Tow Attachment Points**

- 7.44.1.** 1. Rear towing devices (i.e. tow hooks, tow eyes, or other designated towing attachment points) shall be furnished to assist in the retrieval of buses that are stuck and/or for towing buses when a wrecker with a "wheel lift" or an "axle lift" is not available or cannot be applied to the towed vehicle.
- 7.44.2.** 2. Towing devices shall be attached to the chassis frame either by the chassis manufacturer or in accordance with the chassis manufacturer's specifications.
- 7.44.3.** 3. Each rear towing device shall have a strength rating of 13,500 pounds with the force applied in the rearward direction, parallel to the ground, and parallel to the longitudinal axis of the chassis frame rail.
- 7.44.4.** 4. The towing devices shall be mounted such that they do not project rearward of the rear bumper.

**7.45. SS. Traction Assisting Devices (Optional)**

- 7.45.1.** 1. Where required or used, sanders shall:
- 7.45.1.1.** a. Be of hopper cartridge-valve type.
- 7.45.1.2.** b. Have a metal hopper with all interior surfaces treated to prevent condensation of moisture.
- 7.45.1.3.** c. Be of at least 100 pound (grit) capacity.
- 7.45.1.4.** d. Have a cover on the filler opening of hopper, which screws into place, thereby sealing the unit airtight.
- 7.45.1.5.** e. Have discharge tubes extending to the front of each rear wheel under the fender.

~~7.45.1.6.~~ f. \_\_\_\_ Have non-clogging discharge tubes with slush-proof, non-freezing rubber nozzles.

~~7.45.1.7.~~ g. \_\_\_\_ Be operated by an electric switch with a telltale pilot light lamp mounted on the instrument panel.

~~7.45.1.8.~~ h. \_\_\_\_ Be exclusively driver-controlled.

~~7.45.1.9.~~ i. \_\_\_\_ Have a gauge to indicate that the hopper needs refilling when it reaches one-quarter full.

~~7.45.2.~~ 2. \_\_\_\_ Automatic traction chains may be installed.

~~7.46.~~ **TT. Trash Container and Holding Device (Optional)**

~~7.46.1.~~ Where requested or used, the trash container shall be secured by a holding device that is designed to prevent movement and to allow easy removal and replacement; and it shall be installed in an accessible location in the driver's compartment, not obstructing passenger use of the service entrance door or the entrance grab handle, and in such a way as to prevent the entanglement of clothing, backpack straps, drawstrings, etc.

~~7.47.~~ **UU. Undercoating**

~~7.47.1.~~ 1. \_\_\_\_ The entire underside of the bus body, including floor sections, cross member and below floor line side panels, shall be coated with rust-proofing material for which the material manufacturer has issued a notarized certification of compliance to the bus body builder that materials meet or exceed all performance and qualitative requirements of paragraph 3.4 of Federal Specification TT-C-520b, using modified test procedures\* for the following requirements:

~~7.47.1.1.~~ a. \_\_\_\_ Salt spray resistance-pass test modified to 5 percent salt and 1000 hours

~~7.47.1.2.~~ b. \_\_\_\_ Abrasion resistance-pass

~~7.47.1.3.~~ c. \_\_\_\_ Fire resistance-pass

~~7.47.1.4.~~ d. \_\_\_\_ \*Test panels are to be prepared in accordance with paragraph 4.6.12 of TT-C-520b with modified procedure requiring that test be made on a 48-hour air-cured film at thickness recommended by compound manufacturer.

~~7.47.2.~~ 2. The undercoating material shall be applied with suitable airless or conventional spray equipment to the recommended film thickness and shall show no evidence of voids in the cured film. The undercoating material shall not cover and-y exhaust components of the chassis.

~~7.48.~~ VV. Ventilation

~~7.48.1.~~ 1. Auxiliary fans shall meet the following requirements:

~~7.48.1.1.~~ a. Fans for left and right sides shall be placed in a location where they can be adjusted for maximum effectiveness and where they do not obstruct vision to any mirror or through any critical windshield area.

Note: Type A buses may be equipped with one fan.

~~7.48.1.2.~~ b. Fans shall be of six inch nominal diameter.

~~7.48.1.3.~~ c. Fan blades shall be covered with a protective cage. Each fan shall be controlled by a separate switch.

~~7.48.2.~~ 2. ~~Buses shall be equipped with a switch that will cut all power to radio and fans for noise suppression purposes and it shall be mounted within easy reach of the driver.~~

~~7.48.3.~~ 3. The bus body shall be equipped with a suitably controlled ventilating system of sufficient capacity to maintain proper quantity of air under operating conditions without having to open windows except in extremely warm weather.

~~7.48.4.~~ 4. Static-type, non-closeable exhaust ventilation shall be installed, preferably in a low-pressure area of the roof.

~~7.48.5.~~ 5. Roof hatches designed to provide ventilation in all types of exterior weather conditions may be provided.

~~7.49.~~ WW. Wheelhousing

~~7.49.1.~~ 1. The wheelhousing opening shall allow for easy tire removal and service.

~~7.49.2.~~ 2. The wheel housings shall be attached to floor sheets in such a manner so as to prevent any dust, water or fumes from entering the body. The wheel housings shall be constructed of at least 16-gauge steel.

~~7.49.3.~~ 3. The inside height of the wheelhousing above the floor line shall not exceed 12 inches.

7.49.4. 4. The wheel housings shall provide clearance for installation and use of tire chains on single and dual (if so equipped) power-driving wheels.

7.49.5. 5. No part of a raised wheelhousing shall extend into the emergency door opening.

7.50. **XX. Windows**

7.50.1. 1. Each full side window, other than emergency exits designated to comply with FMVSS 217, shall provide an unobstructed opening of at least nine inches but not more than 13 inches high and at least 22 inches wide, obtained by lowering the window. One side window on each side of the bus may be less than 22 inches wide. Passenger and driver window frames shall be painted NSBY, black to match body trim, or shall be unpainted aluminum. The area between the passenger and driver window frames shall be NSBY (National School Bus Yellow).

7.50.2. 2. Optional tinted (non-reimbursable) and/or frost-free glazing may be installed in all doors, windows, and windshields consistent with federal, state, and local regulations.

7.51. **YY. Windshield Washers**

7.51.1. A windshield washer system shall be provided.

7.52. **ZZ. Windshield Wipers**

7.52.1. A ~~two-speed or two-speed with variable speed~~ windshield wiping system with an intermittent time delay feature shall be provided.

7.52.2.i. The wipers shall meet the requirements of FMVSS No. 104.

7.53. **AAA. Wiring**

7.53.1. 1. All wiring shall conform to current SAE standards.

7.53.2. 2. Wiring shall be arranged in circuits, as required, with each circuit protected by a fuse, breaker or electronic protection device.

7.53.3. 3. A system of color and number coding shall be used and an appropriate identifying diagram shall be provided to the end user, along with the wiring diagram provided by the chassis manufacturer. The wiring diagrams shall be specific to the bus model supplied and shall include any changes to wiring made by the body manufacturer. Chassis wiring diagrams shall be supplied to the end user. A system of color and number-coding shall be used

on buses. The following body interconnecting circuits shall be color-coded as noted:

| <u>FUNCTION</u>             | <u>COLOR</u> |
|-----------------------------|--------------|
| Left Rear Directional Lamp  | Yellow       |
| Right Rear Directional Lamp | Dark Green   |
| Stop Lamps                  | Red          |
| Back-up Lamps               | Blue         |
| Tail Lamps                  | Brown        |
| Ground                      | White        |
| Ignition Feed, Primary Feed | Black        |

~~7.53.4.~~ 4. The color of cables shall correspond to SAE J 1128.

~~7.53.5.~~ 5. Wiring shall be arranged in at least six regular circuits as follows:

- ~~7.53.5.1.~~ a. Head, tail, stop (brake) and instrument panel lamps
- ~~7.53.5.2.~~ b. Clearance lamps and stepwell lamps that shall be actuated when the ~~service entrance~~ door is open
- ~~7.53.5.3.~~ c. Dome lamps
- ~~7.53.5.4.~~ d. Ignition and emergency door signal
- ~~7.53.5.5.~~ e. Turn signal lamps

~~7.53.5.5.1.~~ (1) Alternately flashing signal lamps.

~~7.53.6.~~ 6. Any of the above combination circuits may be subdivided into additional independent circuits.

~~7.53.7.~~ 7. Heaters and defrosters shall be wired on an independent circuit.

~~7.53.8.~~ 8. There shall be a manual noise suppression switch installed in the control panel. The switch shall be labeled and alternately colored. This switch shall be an on/off (a momentary or spring loaded switch does not meet this requirement) type that deactivates body equipment that produces noise, including, at least, the AM/FM radio, two-way communications, heaters, air conditioners, fans and defrosters. This switch shall not deactivate safety systems, such as windshield wipers or lighting systems.

~~7.53.9.~~ 9. Buses shall be equipped with a switch that will cut all power to radio and fans for noise suppression purposes and it shall be mounted within easy reach of the driver.

~~7.53.10.~~ 10. Whenever possible, all other electrical functions (such as sanders and electric-type windshield wipers) shall be provided with independent and properly protected circuits.

~~7.53.11.~~ 11. Each body circuit shall be coded by number or letter on a diagram of circuits and shall be attached to the body in a readily accessible location.

~~7.53.12.~~ 12. The entire electrical system of the body shall be designed for the same voltage as the chassis on which the body is mounted.

~~7.53.13.~~ 13. All wiring shall have an amperage capacity exceeding the design load by at least 25 percent. All wiring splices are to be done at an accessible location and noted as splices on wiring diagram.

~~7.53.14.~~ 14. A body wiring diagram of a size that can be easily read shall be furnished with each bus body or affixed in an area convenient to the electrical accessory control panel.

~~7.53.15.~~ 15. The body power wire shall be attached to a special terminal on the chassis.

~~7.53.16.~~ 16. All wires passing through metal openings shall be protected by a grommet.

~~7.53.17.~~ 17. Wires not enclosed within the body shall be fastened securely at intervals of not more than 18 inches. All joints shall be soldered or joined by equally effective connectors, which shall be water-resistant and corrosion-resistant.

~~7.53.18.~~ 18. Multiplex wiring may exempt manufacturers from some of the above wiring standards.

~~7.53.19.~~ 19. Buses may be equipped with a 12-volt power port in the driver's area.



## **8. STANDARDS FOR SPECIALLY EQUIPPED SCHOOL BUSES**

### **8.1.A. Introduction**

8.1.1. 1. Equipping buses to accommodate students with disabilities is dependent upon the needs of the passengers. While one bus may be fitted with a lift, another may have lap belts installed to secure child seats. Buses so equipped are not to be considered a separate class of school bus, but simply a regular school bus that is equipped for special accommodations.

8.1.2. 2. The specifications in this section are intended to be supplementary to specifications in the chassis and body sections. In general, specially equipped buses shall meet all the requirements of the preceding sections plus those listed in this section. It is recognized by the entire industry that the field of special transportation is characterized by varied needs for individual cases and by a rapidly emerging technology for meeting those needs. A flexible, "common-sense" approach to the adoption and enforcement of specifications for these vehicles, therefore, is prudent.

8.1.3. 3. As defined by the Code of Federal Regulations (CFR) 49§571.3, "*Bus* means a motor vehicle with motive power, except a trailer, designed for carrying more than ten persons" (eleven or more including the driver). This definition also embraces the more specific category, *school bus*. Vehicles with ten or fewer passenger positions (including the driver) ~~cannot be~~ are not classified as buses. For this reason, the federal vehicle classification *multipurpose passenger vehicle* (CFR 49§571.3), or MPV, must be used by manufacturers for these vehicles in lieu of the classification *school bus*. The definition of *designated seating position* in 49 CFR § 571.3 states that, in the case of "vehicles sold or introduced into interstate commerce for purposes that include carrying students to and from school or related events" and which are "intended for securement of an occupied wheelchair during vehicle operation," each wheelchair securement position shall be counted as four designated seating positions when determining the classification (whether *school bus* or IMPV). This classification system does not preclude state or local agencies or the National School Transportation Specifications & Procedures from requiring compliance of school bus-type MPVs with the more stringent federal standards for school buses. The following specifications address modifications as they pertain to school buses that, with standard seating arrangements prior to modifications, would accommodate eleven or more including the driver. If by addition of a power lift, mobile seating device positions or other modifications, the capacity is reduced such that vehicles become MPVs, the intent of these standards is to require these vehicles to meet the same standards they would have had to meet prior to such modifications, and such MPVs are included in all references to school buses and requirements for school buses which follow.

**8.2.B. Definition**

8.2.1. A specially equipped school bus is any school bus that is designed, equipped, or modified to accommodate students with special transportation needs.

**8.3.C. General Requirements**

8.3.1. 1. School buses designed for transporting students with special transportation needs shall comply with Standards for Idaho School Buses and Operations and with Federal Motor Vehicle Safety Standards (FMVSS) applicable to their Gross Vehicle Weight Rating (GVWR) category.

8.3.2. 2. Any school bus to be used for the transportation of children who utilize a wheelchair or other mobile positioning device, or who require life-support equipment that prohibits use of the regular service entrance, shall be equipped with a power lift, unless a ramp is needed for unusual circumstances related to passenger needs.

**8.4.D. Aisles**

8.4.1. All school buses equipped with a power lift shall provide a minimum 30-inch aisle pathway leading from any wheelchair/mobility aid position to at least one 30" wide emergency exit door. A wheelchair securement position shall never be located directly in front of (blocking) a power lift door location.

**8.5.E. Communications**

8.5.1. All school buses that are used to transport individuals with disabilities shall be equipped with a two-way electronic voice communication system other than CB radio.

**8.6.F. Glazing**

8.6.1. Tinted glazing may be installed in all doors (non-reimbursable), windows (non-reimbursable), and windshields consistent with federal, state, and local regulations.

**8.7.G. Identification**

8.7.1. Buses with power lifts used for transporting individuals with disabilities shall display below the window line on the lift and rear doors the International Symbol of Accessibility. Such emblems shall be white on blue background, shall not exceed 12 inches by 12 inches or be less than 4 inches by 4 inches in size, and shall be of a high-intensity reflectorized material meeting Federal Highway Administration (FHWA) FP-85 Standards.

**8.8.H. Passenger Capacity Rating**

8.8.1. In determining the passenger capacity of a school bus for purposes other than actual passenger load (e.g., vehicle classification or various billing/reimbursement models), any location in a school bus intended for securement of an occupied wheelchair/mobility aid during vehicle operations are regarded as four designated seating positions. Similarly, each lift area may be regarded as four designated seating positions.

**8.9.I. Power Lifts and Ramps**

8.9.1. 1. The power lift shall be located on the right side of the bus body when not extended. Exception: The lift may be located on the left side of the bus if, and only if, the bus is primarily used to deliver students to the left side of one-way streets.

8.9.2. 2. A ramp device may be used in lieu of a mechanical lift if the ramp meets all the requirements of the Americans with Disabilities Act (ADA) as found in 36 CFR §1192.23 Vehicle ramp.

8.9.3. 3. A ramp device that does not meet the specifications of ADA but does meet the specifications delineated below may be installed and used, when, and only when, a power lift system is not adequate to load and unload students having special and unique needs. A readily accessible ramp may be installed for emergency exit use. If stowed in the passenger compartment, the ramp must be properly secured and placed away from general passenger contact. It must not obstruct or restrict any aisle or exit while in its stowed or deployed position.

8.9.4. 4. All specially equipped school buses ~~vehicles covered by this standard~~ shall provide a level-change mechanism or boarding device (e.g., lift or ramp), ~~complying with paragraph B of this section or the Ramp Section~~, with sufficient clearances to permit a wheelchair or other mobility aid user to reach a securement location.

**8.10. J. Vehicle Lifts & Installations**

8.10.1. 1. Vehicle lifts and installations shall comply with the requirements set forth in FMVSS 403, Platform Lift Systems for Motor Vehicles, and FMVSS 404, Platform Lift Installations in Motor Vehicles.

8.10.2. 2. The design load of the vehicle lift shall be at least 800 pounds. Working parts, such as cables, pulleys and shafts, which can be expected to

wear, and upon which the vehicle lift depends for support of the load, shall have a safety factor of at least six, based on the ultimate strength of the material. Nonworking parts, such as platform, frame and attachment hardware that would not be expected to wear shall have a safety factor of at least three, based on the ultimate strength of the material.

8.10.3. 3. The vehicle lifting mechanism and platform shall be capable of operating effectively with a wheelchair and occupant mass of at least 800 pounds.

8.10.4. 4. Controls: (See 49 CFR 571.403, S6.7, *Control Systems*)

8.10.5. 5. Emergency Operations: (See 49 CFR 571.403, S6.9, *backup Operation*)

8.10.6. 6. Power or Equipment Failures: (See 49 CFR 571.403, S6.2.2, *Maximum Platform Velocity*)

7. Platform Barriers: (See 49 CFR 571.403, S6.4.2, S6.4.3, *Platform Requirements*) (See, also "Wheelchair or Mobility Aid Envelope" figure at the end of this section)

8.10.7. 8. Platform Surface: (See 49 CFR 571.403, S6.4.2, S6.4.3, *Platform Requirements*) (See, also "Wheelchair or Mobility Aid Envelope" figure at the end of this subsection)

8.10.8. 9. Platform Gaps and Entrance Ramps: (See 49 CFR 571.403, S6.4.4, *Gaps, Transitions, and Openings*)

8.10.9. 10. Platform Deflection: (See 49 CFR 571.403, S6.4.5, *Platform Deflection*)

8.10.10. 11. Platform Movement: (See 49 CFR 571.403, S6.2.3, *Maximum Platform Acceleration*)

8.10.11. 12. Boarding Direction: The lift shall permit both inboard and outboard facing of wheelchair and mobility aid users.

8.10.12. 13. Use by Standees: Lifts shall accommodate persons who are using other aids/devices other than a wheelchair (resulting in other than a seated position) who need to use to the lift. Such persons should use a wheelchair or other wheel-based mobility device for boarding or exiting the bus, and then should be transferred to a bus seat for the ride. During lift operations no one shall be allowed to stand on the lift platform, unless otherwise noted in an IEP or 504 in accordance with an aid riding with a student on the lift. ~~walkers, crutches, canes or braces, or who otherwise have difficulty using steps. The~~

~~platform may be marked to indicate a preferred standing position.~~ **Note:** This item refers to equipment-specifications.

~~8.10.13.~~ 14.      Handrails: (See 49 CFR 571.403, S6.4.9, *Handrails*)

~~8.10.14.~~ 15.      Circuit Breaker: A resettable circuit breaker shall be installed between the power source and the lift motor if electrical power is used. It shall be located as close to the power source as possible, but not within the passenger/driver compartment.

~~8.10.15.~~ 16.      Excessive Pressure: (See 49 CFR 571.403, S6.8 *Jacking Prevention*)

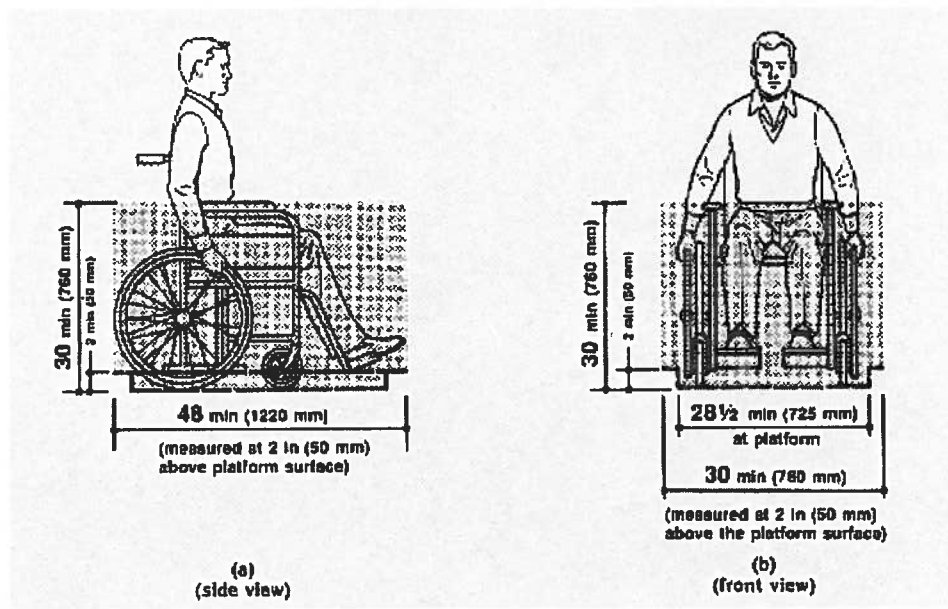
~~8.10.16.~~ 17.      Documentation: the following information shall be provided with each vehicle equipped with a lift:

8.10.16.1. a.      A phone number where information can be obtained about installation, repair, and parts. (Detailed written instructions and a parts list shall be available upon request.)

8.10.16.2. b.      Detailed instructions regarding use of the lift shall be readily visible when the lift door is open, including a diagram showing the proper placement and positioning of wheelchair/mobility aids on the lift.

~~8.10.17.~~ 18.      Training Materials: The lift manufacturer shall make training materials available to ensure the proper use and maintenance of the lift. These may include instructional videos, classroom curriculum, system test results or other related materials.

~~8.10.18.~~ 19.      Identification and Certification: Each lift shall be permanently and legibly marked or shall incorporate a non-removable label or tag that states it confirms to all applicable requirements of the current National School Transportation Specifications and Procedures. In addition and upon request of the original titled purchaser, the lift manufacturer or an authorized representative shall provide a notarized Certificate of Conformance, either original or photocopied, which states that the lift system meets all the applicable requirements of the current National School Transportation Specifications and Procedures.



#### K. Vehicle Ramp

1. A ramp device may be used in lieu of a mechanical lift if the ramp meets all the requirements of the Americans with Disabilities Act (ADA) as found in 36 CFR §1192.23, Vehicle ramp.

8.11.1. 2. A ramp device that does not meet the specifications of ADA, but does meet the specifications of paragraph 3 (a-d) of National School Transportation Specifications and Procedures (NSTSP of May 2010 Edition), this section, may be installed and used, when, and only when, a power lift system is not adequate to load and unload students having special and unique needs. A readily accessible ramp may be installed for emergency exit use.

8.11.1. 3. If a ramp is used, it shall be of sufficient strength and rigidity to support at least 800# over and area of 26" x 26" the special device, occupant and attendant(s). It shall be equipped with a protective flange on each longitudinal side to keep the special device on the ramp.

8.11.2. 4. The surface of the ramp shall be constructed of non-skid material.

8.11.3. 5. The ramp shall be equipped with handles and shall be of weight and design to permit one person to put the ramp in place and return it to its storage place. It shall be stored outside the passenger compartment.

8.11.4. 6. Ramps used for emergency evacuation purposes may be installed in raised floor buses by manufacturers. They shall not be installed as a substitute for a lift when a lift is capable of serving the need.

**8.12. L. Regular Service Entrance**

8.12.1. 1. On power lift-equipped vehicles, the bottom step shall be the full width of the stepwell, excluding the thickness of the doors in open position.

8.12.2. 2. In addition to the ~~HANDRAIL~~ handrail required in the BUS BODY AND CHASSIS section, an additional handrail may be provided on all SPECIALLY EQUIPPED SCHOOL BUSES. This rail shall be located on the opposite side of the entrance door from the rail required in the BUS BODY AND CHASSIS section and shall meet the same requirements for handrails. ~~A suitable device shall be provided to assist passengers during entry or egress. This device shall allow for easy grasping or holding and shall have no openings or pinch points that might entangle clothing, accessories or limbs.~~

**8.13. M. Restraining Devices**

1. On power lift-equipped vehicles, with a GVWR of 10,000 pounds or more, seat frames may be equipped with attachment points to which belt assemblies can be attached for use with child safety restraint systems (CSRSs) that comply with FMVSS No. 213, Child Restraint Systems. Any belt assembly anchorage shall comply with FMVSS No. 210, Seat Belt Assembly Anchorages. ~~seat frames may be equipped with attachments or devices to which belts, restraining harnesses or other devices may be attached. Attachment framework or anchorage devices, if installed, shall conform to FMVSS No. 210.~~

8.13.1. a. Alternatively, a child restraint anchorage system that complies with FMVSS No. 225, Child Restraint Anchorage Systems, may be installed.

8.13.2. 2. Belt assemblies, if installed, shall conform to FMVSS No. 209-1 Seat Belt Assemblies.

8.13.3. 3. Child safety restraint systems, which are used to facilitate the transportation of children who in other modes of transportation would be required to use a child, infant, or booster seat, shall conform to FMVSS No. 213.

**8.14. N. Seating Arrangements**

8.14.1. Flexibility in seat spacing to accommodate special devices shall be permitted to meet passenger requirements. All seating shall be forward-facing, School Bus Passenger Seating and Crash Protection and meet requirements of FMVSS No. 222.

**8.15. O. Securement and Restraint System for Wheel Chair/Mobility Aid and Occupant and Wheel Chair Seated Occupants**

8.15.1. 1. For purposes of understanding the various aspects and components of this section, the term *securement and tiedown* and the phrases *securement system* or *tiedown system* are used exclusively in reference to the devices that anchor the wheelchair to the vehicle. The term *restraint* and the phrase *restraint system* are used exclusively in reference to the equipment that is intended to limit the movement of the wheelchair occupant in a crash or sudden maneuver. The term *wheelchair tiedown and occupant restraint system (WTORS)* is used to refer to the total system that secures the wheelchair and restrains the wheelchair occupant.

8.15.1.1. a. **WTORS—General Requirements**

8.15.1.1.1. b. A wheelchair tiedown and occupant restraint system installed in specially equipped school buses shall be designed, installed, and operated for the use with forward-facing wheelchair-seated passengers and shall comply with all applicable requirements of FMVSS 222, *School Bus Passenger Seating and Crash Protection*, and ~~Section 18 of ANSI/RESNA, *Wheelchair Standards*. SAE J2249, *Wheelchair Tie Ddown*~~ and occupant restraint systems for use in motor vehicles.

8.15.1.1.2. (1) The WTORS, including the anchorage track, floor plates, pockets or other anchorages, shall be provided by the same manufacturer or shall be certified to be compatible by manufacturers of all equipment/systems used.

8.15.1.1.3. (2) A device for storage of the WTORS shall be provided. When the system is not in use, the storage device shall allow for clean storage of the system, shall keep the system securely contained within the passenger compartment, shall provide reasonable protection from vandalism and shall enable the system to be readily accessed for use.

8.15.1.1.4. (3) The WTORS, including the storage device, shall meet the flammability standards established in FMVSS No. 302, *Flammability of Interior Materials*.

8.15.1.1.5. (4) The following information shall be provided with each vehicle equipped with a securement and restraint system:

8.15.1.1.5.1. (5) A phone number where information can be obtained about installation, repair, and parts. (Detailed written instructions and parts list shall be available upon request.)

8.15.1.1.5.2. (6) Detailed instructions regarding use, including a diagram showing the proper placement of the wheelchair/mobility aids and positioning of securement devices and occupant restraints, including correct belt angles.



~~8.15.1.1.6.~~ (7) The WTORS manufacturer shall make training materials available to ensure the proper use and maintenance of the WTORS. These may include instructional videos, classroom curriculum, system test results or other related materials.

~~8.15.1.2.~~ c. **Wheelchair Securement/Tiedown:** (See CFR 571.403, S5.4.1, S5.4.2)

~~8.15.1.2.1.~~ Each wheelchair position in a specially equipped school bus shall have a minimum clear floor area of 30 inches laterally by 48 inches longitudinally. Additional floor area may be required for some wheelchairs. Consultation between the user and the manufacturer is recommended to insure that adequate area is provided.

~~8.15.1.3.~~ d. **Occupant Restraint System:** (See CFR 571.403, S5.4.3, S5.4.4)

~~8.16.~~ P. **Special Light**

~~8.16.1.~~ Doorways in which lifts are installed shall have for use during lift operation a special light(s) providing a minimum of two foot-candles of illumination measured on the floor of the bus immediately adjacent to the lift.

**Q. Special Service Entrance Door**

~~8.16.2.~~ 1. Power lift-equipped buses shall have a special service entrance to accommodate the power lift.

~~8.16.2.1.~~ Exception: If the lift is designed to operate within the regular service entrance, and is capable of stowing such that the regular service entrance is not blocked in any way, and that persons entering or exiting the bus are not impeded in any way, a special service entrance shall not be required.

~~8.16.3.~~ 2. The special service entrance and door shall be located on the right side of the bus and shall be designed so as not to obstruct the regular service entrance.

~~8.16.3.1.~~ Exception: A special service entrance and door may be located on the left side of the bus if, and only if, the bus is used primarily to deliver students to the left side of one-way streets and its use is limited to that function.

~~8.16.4.~~ 3. The opening may extend below the floor through the bottom of the body skirt. If such an opening is used, reinforcements shall be installed at the front and rear of the floor opening to support the floor and give the same strength as other floor openings.

~~8.16.5.~~ 4. A drip molding shall be installed above the opening to effectively divert water from entrance.

~~8.16.6.~~ 5. Door posts and headers at the entrance shall be reinforced sufficiently to provide support and strength equivalent to the areas of the side of the bus not used for the special service entrance.

~~8.17.~~ **R. Special Service-Entrance Doors**

~~8.17.1.~~ 1. A single door or double doors may be used for the special service entrance.

~~8.17.2.~~ 2. A single door shall be hinged to the forward side of the entrance unless doing so would obstruct the regular service entrance. If, due to the above condition, the door is hinged to the rearward side of the doorway, the door shall utilize a safety mechanism that will prevent the door from swinging open should the primary door latch fail. If double doors are used, the system shall be designed to prevent the door(s) from being blown open by the wind resistance created by the forward motion of the bus, and/or shall incorporate a safety mechanism to provide secondary protection should the primary latching mechanism(s) fail.

~~8.17.3.~~ 3. All doors shall have positive fastening devices to hold doors in the "open" position.

~~8.17.4.~~ 4. All doors shall be weather sealed.

~~8.17.5.~~ 5. When manually-operated dual doors are provided, the rear door shall have at least a one-point fastening device to the header. The forward-mounted door shall have at least three one-point fastening devices. One shall be to the header, one to the floor line of the body, and the other shall be into the rear door. The door and hinge mechanism shall be of a strength that is greater than or equivalent to the emergency exit door.

~~8.17.6.~~ 6. Door materials, panels and structural strength shall be equivalent to the conventional ~~service entrance~~ and emergency doors. Color, rub rail extensions, lettering and other exterior features shall match adjacent sections of the body.

~~8.17.7.~~ 7. Each door shall have windows set in rubber that are visually similar in size and location to adjacent non-door windows. Glazing shall be of same type and tinting (if applicable) as standard fixed glass in other body locations.

~~8.17.8.~~ 8. Door(s) shall be equipped with a device that will actuate an audible or flashing signal located in the driver's compartment when door(s) is not securely closed and the ignition is in the "on" position.

~~8.17.9.~~ 9. A switch shall be installed so that the lifting mechanism will not operate when the lift platform door(s) is closed.

~~8.17.10.~~ 10. Special service entrance doors shall be equipped with padding at the top edge of the door opening. Padding shall be at least three inches wide and one inch thick and shall extend the full width of the door opening.

~~8.18.~~ **S. Support Equipment and Accessories**

~~8.18.1.~~ Each bus which is set up to accommodate wheelchair/mobility aids or other assistive or restraint devices that utilize belts shall contain at least one belt cutter properly secured in a location within reach of the driver while belted into his/her driver's seat. The belt cutter shall be durable and designed to eliminate the possibility of the operator or others being cut during use. 1. In addition to the webbing cutter required in the BUS BODY AND CHASSIS section, each specially equipped school bus that is set up to accommodate wheelchairs or other assistive or restraint devices with belts attached shall contain an additional webbing cutter properly secured in a location to be determined by the purchaser. The belt cutter shall meet the requirements listed in the BUS BODY AND CHASSIS section.

~~8.18.2.~~ 2. Special equipment or supplies that are used on the bus for mobility assistance, health support or safety purposes shall meet any local, federal or engineering standards that may apply, including proper identification.

~~8.18.3.~~ 3. Equipment that may be used for these purposes includes, but is not limited to:

~~8.18.3.1.~~ a. Wheelchairs and other mobile seating devices. (See section on Securement and Restraint System for Wheelchair/Mobility Aid and Wheelchair-seated Occupant.)

~~8.18.3.2.~~ b. Crutches, walkers, canes and other ambulating devices.

~~8.18.3.3.~~ c. Medical support equipment, which may include respiratory devices such as oxygen bottles (which should be no larger than 22 cubic feet for liquid oxygen and 38 cubic feet for compressed gas) or ventilators. Tanks and valves should be located and positioned to protect them from direct sunlight, bus heater vents or other heat sources. Other equipment may include intravenous and fluid drainage apparatus.

~~8.10.4~~ 4. All portable equipment and special accessory items, including the equipment listed above, shall be secured at the mounting location to withstand a pulling force of five times the weight of the item or shall be retained in an enclosed, latched compartment. The compartment shall be capable of withstanding forces applied to its interior equal to five times the weight of its contents without failure to the box's integrity and securement to the bus. Exception: If these standards provide specific requirements for securement of a particular type of equipment, the specific standard shall prevail (e.g., wheelchairs).

#### **T. Technology and Equipment**

It is the intent of these specifications to accommodate new technologies and equipment that will better facilitate the transportation of students with special needs. New technology and equipment is acceptable for use in specially equipped vehicles if:

1. It does not compromise the effectiveness or integrity of any major safety system. (Examples of safety systems include, but are not limited to, compartmentalization, the eight-lamp warning system, emergency exits and the approved color scheme.)
1. It does not diminish the safety of the bus interior.
2. It does not create additional risk to students who are boarding or exiting the bus or are in or near the school bus loading zone.
3. It does not require undue additional activity and/or responsibility for the driver.
4. It generally increases efficiency and/or safety of the bus, generally provides for a safer or more pleasant experience for the occupants and pedestrians in the vicinity of the bus and/or generally assists the driver and makes his/her many tasks easier to perform.

## **9. STANDARDS FOR ALTERNATIVE FUELS**

### **9.1.A. Introduction**

9.1.1. This section is designed to be used as an overview of the alternative fuels being utilized for student school transportation. It is not designed to replace current applicable federal, state, manufacturing or safety specifications that may exceed requirements within this section. There may be advancements in engineering and improvements in equipment fabrication methods and operating practices that differ from those specifically called for in this section. Such deviations or improvements may provide safety and may meet the intent of, and be compatible with, this section. Entities wishing to purchase alternative fuel school buses should use this section only as a starting point. More detailed specifications, including specific design and performance criteria and safety specifications, should be researched by prospective purchasers of alternative-fuel school buses.

### **9.2.B. General Requirements**

9.2.1. 1. Alternative fuel school buses shall meet the following requirements:

9.2.1.1. a. Chassis shall meet all standards previously mentioned in BUS CHASSIS STANDARDS.

9.2.1.2. b. Chassis shall meet all applicable Federal Motor Vehicle Safety Standards (FMVSS).

9.2.1.3. c. The fuel system integrity shall meet the specified leakage performance standards when impacted by a moving contoured barrier in accordance with test conditions specified in FMVSS No. 301 or FMVSS No. 303, as applicable.

9.2.1.4. d. Original equipment manufacturers (OEMs) and conversion systems using compressed natural gas (CNG) shall comply with National Fire Protection Association (NFPA) Specification 52 A, "Compressed Natural Gas Vehicular Fuel Systems," in effect at the time of installation. Fuel systems using liquefied petroleum gas (LPG) shall comply with NFPA Specification 58 A, "Liquefied Petroleum Gases Engine Fuel Systems" in effect at the time of installation.

9.2.1.5. e. All alternative fuel buses shall be capable of traveling not less than 200 miles with a full load, except those powered by electricity shall be capable of traveling not less than 80 miles.

- ~~9.2.1.6.~~        f. Natural gas-powered buses shall be equipped with an interior/exterior gas detection system. All natural gas-powered buses shall be equipped with an automatic or manual fire detection and suppression system.
- ~~9.2.1.7.~~        g. All materials and assemblies used to transfer or store alternative fuels shall be installed outside the passenger/driver compartment.
- ~~9.2.1.8.~~        h. All Types C and D buses using alternative fuels shall meet the same base requirements of BUS CHASSIS STANDARDS for passenger load.
- ~~9.2.1.9.~~        i. The total weight shall not exceed the GVWR when loaded to rated capacity.
- ~~9.2.1.10.~~       j. The manufacturer supplying the alternative fuel equipment must provide the owner and operator with adequate training and certification in fueling procedures, scheduled maintenance, troubleshooting and repair of alternative fuel equipment.
- ~~9.2.1.11.~~       k. All fueling equipment shall be designed specifically for fueling motor vehicles and shall be certified by the manufacturer as meeting all applicable federal, state and industry standards.
- ~~9.2.1.12.~~       l. All on-board fuel supply containers shall meet all appropriate requirements of the American Society for Mechanical Engineering (ASME) code, DOT regulations or applicable FMVSSs and NFPA standards.
- ~~9.2.1.13.~~       m. All fuel supply containers shall be securely mounted to withstand a static force of eight times their weight in any direction.
- ~~9.2.1.14.~~       n. All safety devices that discharge to the atmosphere shall be vented to the outside of the vehicle. The discharge line from the safety relief valve on all school buses shall be located in a manner appropriate to the characteristics of the alternative fuel. Discharge lines shall not pass through the passenger compartment.
- ~~9.2.1.15.~~       o. A positive quick-acting (¼ turn) shut-off control valve shall be installed in each gaseous fuel supply line, as close as possible to the fuel supply containers. The valve controls shall be placed in a location easily operable from the exterior of the vehicle. The location of the valve control shall be clearly marked on the exterior surface of the bus.

~~9.2.1.16.~~ p. An electrical grounding system shall be required for grounding of the fuel system during maintenance-related venting.

~~9.2.1.17.~~ g. Bio-Diesel must conform to the specifications of ASTM 6751, *Biodiesel Standards*.

~~9.2.1.18.~~ r. High voltage-powered school buses utilizing a high voltage propulsion system (more than 48 nominal volts) shall meet the requirements of FMVSS 305, except for the following:

~~9.2.1.18.1.~~ (1) The propulsion power source (batteries, fuel cells, etc.) shall be located outside the passenger compartment.

~~9.2.1.18.2.~~ (2) The propulsion power source enclosure shall be constructed to conform to the power source manufacturer's requirements and recommendations.

~~9.2.1.18.3.~~ (3) Due to the much larger size and quantities of the propulsion power sources on large vehicles, buses over 10,000 lbs. are permitted to exceed the 5.0 liter spillage constraint of Section S5.1, "Electrolyte damage from propulsion\_batteries."

### **9.3.C. Characteristics of Alternative Fuels**

~~9.3.1.~~ 1. For the purpose of this section, alternative fuels refer to the specific fuels listed below. A brief description of each fuel is shown. (See National School Transportation Specifications & Procedures Alternative Fuels Comparison Chart)

~~9.3.2.~~ 2. Note: Two other more exotic fuels are being examined, hydrogen and solar power. These two energy sources are in their infancy as alternative fuels for motor vehicles and are not covered within the scope of this section.

~~9.3.3.~~ 3. *Liquid Alternative Fuels:*

a. Methanol, a liquid at normal ambient temperatures, is colorless, and is made primarily from natural gas or coal. Extensive experiments have been conducted with automobile and truck engines powered by methanol. There are a number of urban transit bus fleets currently using methanol. California has experience with methanol as an alternative fuel for school buses through their School Bus Demonstration Project. The findings clearly determined methanol fuel to be costly to operate and unreliable. (Advantages and disadvantages listed in National School Transportation Specifications and Procedures May 2010 – Alternative Fuels.)

9.3.3.1. b. Ethanol is a distilled agricultural alcohol product that is a liquid and is colorless at normal ambient temperatures. Corn is the current primary grain source. It has many of the same characteristics as methanol. Currently, ethanol is used primarily in a mixture with gasoline, usually no more than 10% ethanol.

c. Clean diesel was one of the alternative fuels approved in the Clean Air Act Amendments of 1990. The first step to be undertaken was further refining to reduce sulfur content and hence the significant particulate emissions caused by the sulfur. Significant advancement in this process has resulted in the development of ultra-low sulfur content diesel fuel. Refinery techniques can now produce diesel fuel with a sulfur content below 15 parts per million (PPM). The availability of this fuel supports the installation of an advanced exhaust after-treatment device in the form of a continuously regenerating trap (CRT). This CRT technology reduces the exhaust particulate content by approximately 90 percent from currently mandated levels (to essentially zero) and the hydrocarbons to an unmeasurable level (to essentially zero). Further steps are being developed to add cetane boosters, which increase efficient combustion. (Advantages and disadvantages listed in National School Transportation Specifications and Procedures May 2010 – Alternative- Fuels.)

9.3.3.2. ~~d. Biodiesel is a fuel manufactured from vegetable oils, recycled cooking greases, or animal fats. The term "biodiesel" refers to the pure fuel. Biodiesel blends or BXX refers, to a fuel that is composed of XX% biodiesel and XX% diesel fuel. The City of Seattle, for example, has been using B20 which is 20% biodiesel blended with 80% low sulfur diesel. B100 is pure biodiesel. The diesel fuel can be No. 1 or No. 2. Biodiesel and biodiesel blends should only be used in compression ignition engines that are designed to be operated on diesel fuel as described in ASTM 975 or related military specifications. Biodiesel or blends should never be put into a gasoline engine. Biodiesel fuel can be used in compression ignition engines in cars, trucks, construction equipment, boats, generators, and in most other applications where diesel is typically used. Biodiesel fuel is renewable, is domestically produced and is commercially available in all fifty (50) states. It provides similar performance to diesel; has high cetane, high lubricity, high flash point, and is the safest of all fuels to store and handle. Biodiesel has the highest BTU content of any alternative fuel. ( Was moved to just after Hybrid Electric and Advantages and disadvantages listed in standards were not printed in SISBO.)~~

9.3.3.3. e. Reformulated gasoline is a specially blended fuel with the following properties: (1) lower vapor pressure that reduces evaporation during operation and refueling, and (2) more efficient combustion through the addition of high-octane oxygenates. Reformulated gasoline aromatic



levels have been lowered, which provides less in the way of hydrocarbon tail pipe emissions. Reformulated gasoline (RFG) is required by the EPA in certain metropolitan areas. However, those areas are becoming fewer. (Advantages and disadvantages listed in standards not printed in SISBO: National School Transportation Specifications and Procedures May 2010 – Alternative Fuels.)

9.3.4.      4. Gaseous Alternative Fuels:

9.3.4.1.      a. Natural gas is primarily methane as it comes from the well, and it burns quite cleanly in its unprocessed state. Natural gas has a higher ignition point (temperature) and a narrower fuel/oxygen mixture combustion range than other fuels. Energy is consumed in processing natural gas to achieve sufficient vehicle storage (i.e., compression or cryogenic processes). (See Compressed Natural Gas and Liquid Natural Gas below.) Natural gas is lighter than air in ambient conditions and does not pool on the ground, a condition that requires buildings used for indoor housing of natural gas vehicles to be adequately ventilated at the ceiling.

9.3.4.2. b. Compressed natural gas, or CNG, consists primarily of mixtures of hydrocarbon gases and vapors, consisting principally of methane (CH<sub>4</sub>) in gaseous form, which is compressed for use as a vehicular fuel. (Advantages and disadvantages listed in National School Transportation Specifications and Procedures May 2010 – Alternative Fuels.)

9.3.4.3 c. Liquid natural gas, or LNG, utilizes the same natural gas source (primarily methane) as CNG, but requires purification of the gas and cooling and storage below -260 degrees Fahrenheit to liquefy the natural gas. Converting natural gas to liquid form provides storage of a much greater amount on the vehicle than can be achieved in the gaseous state. The process of liquefying the natural gas also yields almost pure methane gas with predictable performance characteristics (Advantages and disadvantages listed in National School Transportation Specifications and Procedures May 2010 – Alternative Fuels.)

9.3.4.4d. d Propane, also known as Liquefied Petroleum Gas or LPG, is sometimes available directly from wells, but is normally produced as a by-product of the gasoline refining process. It has been used for a number of years in light-duty commercial vehicles in urban areas around the world. (Advantages and disadvantages listed in National School Transportation Specifications and Procedures May – 2010 Alternative Fuels.)

9.3.4.5.-e      Electric Power or the use of electricity as a power source for school buses is an emerging technology that is under considerable research due to the potential for reduced overall emissions. Research is centering on ways to increase the capacity and reduce the weight of batteries, as well as

improving the motors used to power the vehicles and the associated electronics. Recharging technology is also developing rapidly. Most of these efforts have the goals of improving the range and performance of electric vehicles, reducing their cost and addressing operational concerns, such as recharging.

f. Hybrid electric and plug-in hybrid electric vehicles, while technically not an alternative fuel, are treated as such in most federal and state programs due to the novel approach to energy use. Straight hybrid electric vehicles are, by far, the largest and fastest growing sector of alternative fuel vehicles. Plug-in hybrid electric vehicles take advantage of the straight hybrid system, but also allow the user to precharge the battery packs to gain additional range and reduce combustion engine usage.( Advantages and disadvantages listed in National School Transportation Specifications and Procedures May – 2011 Alternative Fuels.)

~~a.~~ g. Biodiesel is a fuel manufactured from vegetable oils, recycled cooking greases, or animal fats. The term "biodiesel" refers to the pure fuel. Biodiesel blends or BXX refers, to a fuel that is composed of XX% biodiesel and XX% diesel fuel. The City of Seattle, for example, has been using B20 which is 20% biodiesel blended with 80% low sulfur diesel. B100 is pure biodiesel. The diesel fuel can be No. 1 or No. 2. Biodiesel and biodiesel blends should only be used in compression-ignition engines that are designed to be operated on diesel fuel as described in ASTM 975 or related military specifications. Biodiesel or blends should never be put into a gasoline engine. Biodiesel fuel can be used in compression-ignition engines in cars, trucks, construction equipment, boats, generators, and in most other applications where diesel is typically used. Biodiesel fuel is renewable, is domestically produced and is commercially available in all fifty (50) states. It provides similar performance to diesel; has high cetane, high lubricity, high flash point, and is the safest of all fuels to store and handle. Biodiesel has the highest BTU content of any alternative fuel.

h. Clean diesel was one of the alternative fuels approved in the Clean Air Act Amendments of 1990. The first step to be undertaken was further refining to reduce sulfur contents and hence the significant particulate emissions caused by the sulfur. Significant advancement in this process has resulted in the development of ultra-low sulfur content diesel fuel. Refinery techniques can now produce diesel fuel with a sulfur content below 15 parts per million (PPM). The availability of this fuel supports the continuously regenerating filter, known as a diesel particulate filter. This technology reduces the exhaust particulate content by approximately 90 percent from currently mandated levels (to essentially zero). Further steps are being developed to add cetane booster, which increase efficient combustion. (Advantages and disadvantages listed in National School Transportation Specifications and Procedures May 2010 – Alternative Fuels.)

**10. SCHOOL BUS WITHDRAWAL FROM SERVICE STANDARDS**

10.1. The State Department of Education shall develop, maintain and periodically distribute out-of-service criteria (a matrix), the basis of which shall be the latest published document from the most recent National Conference on School Transportation. The Out-of-Service Matrix shall be subsequent to input from the Student Transportation Steering Committee and new school bus state inspectors, as needed. These standards are intended to ensure that all Idaho school buses are maintained in a safe manner. When inspection of a bus reveals a maintenance condition that is below an out-of-service standard it shall be the duty of the technician performing the inspection to remove the vehicle from service until the discrepancy has been corrected. These standards shall apply to both new and used buses and shall be the criteria used whenever an Idaho school bus is inspected. These standards are to be used whenever a 60-day, Annual or New School Bus Inspection is being performed by state inspectors or district, contractor, or outside contracted maintenance personnel. (33-1506, Idaho Code)

## **STANDARDS FOR STUDENT TRANSPORTATION OPERATIONS**

### **A. Introduction**

The success of any school transportation operation depends largely on the performance and degree of dedication displayed by those involved. The school bus is an extension of the classroom and as such, the ride to school should be safe and, efficient in an atmosphere conducive to learning readiness. Open and honest communication between all stakeholders is vital for the success of the transportation program. Transportation is critical to the education process, and the school bus is the safest form of transportation. Therefore, transportation to and from school on a school bus shall be offered to all eligible students. Districts or the governing body responsible for pupil transportation shall have an eligibility policy, which takes safety into account, addressing distances from school for all age groups. If transportation eligibility is maximized, the result will be more students on buses.

### **B. School Travel Choices**

1. Children in the United States travel to and from pre-school, school and related activities by a variety of modes. Administrators, parents and students often choose or encourage the use of modes of travel for reasons other than maximizing safety or minimizing risk (e.g., convenience, flexibility, and budget). **It is recommended that all eligible school students be transported in a school bus.**
2. Each travel mode has its inherent risks, which vary from community to community, school to school and program to program, and any shifts from one mode to another can have a marked effect on the overall safety of travel for a particular community, school or program. The goal is to improve safety for all children traveling to and from pre-school, school and related activities and to provide communities with the information needed to make informed choices that balance their needs and resources.

**11.**

### **11.1. C. Administration**

11.1.1. 1. In compliance with 33-1511, Idaho Code, the State Department of Education shall provide the following:

11.1.1.1. a. Leadership in the development of a comprehensive student transportation program for statewide application.

11.1.1.2. b. A state supervisor of student transportation with the staff and resources necessary for optimal job performance.

- ~~11.1.1.3.~~ c. \_\_\_\_ A comprehensive school bus operator and school bus technician training program.
- ~~11.1.1.4.~~ d. \_\_\_\_ Frequent visits to local school districts and charter schools to audit, inspect, review and evaluate student transportation programs and financial systems (including reimbursement claim accuracy) and provide direction as necessary. Adequate frequency shall be defined as, at least once every three years.
- ~~11.1.1.5.~~ e. \_\_\_\_ The supervisor of student transportation, based upon results of program reviews, fiscal audits, and spot inspections as set forth in section 33-1506, Idaho Code, will provide school districts a list of required corrective actions, when necessary (33-1511, Idaho Code).
- ~~11.1.1.6.~~ f. \_\_\_\_ Follow-up visits to ensure implementation of corrective action plans. The supervisor of student transportation shall require school districts to submit progress reports on those corrective actions developed by the supervisor of school transportation to the state department of education at prescribed intervals until deficiencies are corrected or the corrective actions no longer apply (33-1511, Idaho Code).
- ~~11.1.1.7.~~ g. \_\_\_\_ The supervisor of student transportation may withhold all or a portion of a district's pupil transportation reimbursement funding in instances of noncompliance with the requirements of § 33-1511(6) or § 33-1506 Idaho Codes.
- ~~11.1.1.8.~~ h. \_\_\_\_ Managing the state's student transportation program to include planning, budgeting, and forecasting requirements for the operation.
- ~~11.1.1.9.~~ i. \_\_\_\_ Collecting and analyzing statistical and financial data.
- ~~11.1.1.10.~~ j. \_\_\_\_ Developing, preparing and organizing manuals, handbooks and written training programs for student transportation personnel.
- 11.1.1.11. k. \_\_\_\_ Providing consulting services and assistance to local districts as necessary.

#### **D. Local School District Administration**

1. The local district responsible for student transportation shall supervise the overall transportation operation within the respective district.
2. Assign adequately trained staff responsible for implementing and/or supervising a comprehensive student transportation program.

3. Ensure compliance with federal and state student transportation laws, regulations and policies, including drug/alcohol testing programs as required in the Omnibus Transportation Employee Testing Act of 1991, and in compliance with 49 CFR, Parts 40 and 382.

11.2. **E. Written Policies**

11.2.1. 1. In compliance with 33-1501 through 33-1512, Idaho Code, the local board of trustees will establish and adopt a set of written policies governing the student transportation system, including policies for disabled students. Contracting school districts shall ensure compliance to written policies by student transportation contractors. The district's written policies shall, at a minimum, include:

11.2.1.1. a. Student transportation operations, including participation in training programs for all transportation personnel.

11.2.1.2. b. The evaluation of school bus routes and the periodic evaluation of student transportation personnel. The transportation supervisor or the district's school bus driver trainer shall evaluate a minimum of once per year each route and each driver for the purpose of assessing driver performance and the safety of routes and bus stops (*National School Transportation Specifications & Procedures, Identification and Evaluation of School Bus Route and Hazard Marking Systems*). The time schedule for pickup and delivery of children shall be followed as accurately as possible. Documentation of the driver and route evaluation shall be retained in the driver's personnel file. The State Department of Education shall develop and maintain model evaluation procedures and forms.

11.2.1.3. c. The investigation and reporting of accidents and other transportation problems. Drivers shall report all school bus accidents to local school authorities and the appropriate law enforcement agency in accordance with Title 49, Chapter 13 of Idaho Code. Subsequent to the accident or incident, a Uniform School Bus Accident/Injury or appropriate Incident Report Form shall be completed by the driver or transportation supervisor and submitted to the State Department of Education within fifteen (15) days.

11.2.1.4. d. Providing supervision of loading and unloading areas at or near schools during unloading and loading of school buses. School districts shall provide an adequate number of supervisors for the size of the loading area and number of students present and ensure close, continuous and interactive supervision whenever students and/or buses are present in the loading area.

e. Providing emergency training and periodic evacuation drills for students and drivers in accordance with National Highway Safety Program Guideline 17. Documentation of all evacuation drills shall be maintained for a period of three years by the school district in either a batch file or in the driver's individual file. Ensure that instruction in passenger safety, including student participation in emergency evacuation drills, is an integral part of the school curriculum. Instruction should comply with state requirements and/or Federal Highway Safety Guideline 17 and with 45 CFR 1310, as may be applicable, instruction and should include, but not be limited to, the following:

- (1) At least once each school semester, provide all students transported to and from schools in a school bus or multifunction school activity bus with instruction in the location and operation of all emergency exits. Also, provide supervised emergency exit drills to each student transported to or from schools in a school bus or multifunction school activity bus.
- (2) Before departure on each activity trip, provide all students transported in a school bus, school-chartered bus or multifunction school activity bus instruction on the location of all emergency exits and demonstrations of their operation. Instruction should include a general review of safe riding practices, rules and procedures.
- (3) Limit the amount of carry-on items, especially large items such as luggage, coolers, sports/band equipment, etc., in school buses, school-chartered buses or multifunction school activity buses. Aisles and emergency exits in school buses, school-chartered buses and multifunction school activity buses must be kept clear at all times. Any item that is brought on board must be safely stowed and secured away from any aisle or emergency exit.

f. Promoting public understanding of, and support for, the student transportation program in general. Provide the necessary library of resources to ensure that transportation personnel have the proper tools to operate a safe and efficient program. These resources include, but are not limited to:

- (1) Applicable federal, state and local laws, codes and regulations.
- (2) Applicable manuals and guidelines.
- (3) On-line connectivity for access to all internet and other resources.
- (4) Applicable trade journals and organizations' publications.

- g. Provide contract management (if applicable). If a private carrier is utilized in a school transportation operation, it is imperative that a clear partnership is established with all parties. Clear expectations and contract review, along with on-going training, communication and practice/procedure development should be developed with a working partnership in mind.

~~11.3.~~ **F. Personnel Qualifications and Training**

1. In compliance with Federal Motor Carrier Safety Administration Regulations (Part 383) and 33-130, 33-1508 and 33-1509, Idaho Code, the local board of trustees/administration will establish and adopt a set of written prerequisite qualifications and job descriptions governing student transportation personnel, which shall, at a minimum, include:

- ~~11.3.1.1.~~ a. Completion of an application form, which includes a personal and occupational history.
- ~~11.3.1.2.~~ b. A satisfactory driving record as revealed through pre-employment and annual checks with the state driver licensing division.
- ~~11.3.1.3.~~ c. A satisfactory work history as verified through professional references.
- ~~11.3.1.4.~~ d. The ability to manage resources, students and personnel necessary to achieve a desired objective.

~~11.3.2.~~ 2. *Insulin-Treated Diabetes Mellitus*

- ~~11.3.2.1.~~ a. In compliance with Federal Motor Carrier Safety Administration Regulations (Parts 381 and 383) and 33-1509, Idaho Code, the State Department of Education Student Transportation Section will establish an exemption process governing student transportation personnel diagnosed with insulin-treated diabetes mellitus (ITDM). In considering exemptions, the Department must ensure that the issuance of diabetes exemptions will not be contrary to the public interest and that the exemption achieves an acceptable level of safety. Therefore, the Department will only consider granting exemptions to ITDM individuals who meet certain conditions and who submit the following information and documentation:

~~11.3.2.1.1.(1)~~ Number of years driving school bus.

~~11.3.2.1.2.(2)~~ Approximate number of miles per year driving school bus.

~~11.3.2.1.3.(3)~~ Estimated number of miles driven per week.



- 11.3.2.1.4.(4) Estimated number of daylight driving hours per week.
- 11.3.2.1.5.(5) Estimated number of nighttime driving hours per week.
- 11.3.2.1.6.(6) Supporting documentation of current Commercial Drivers License to drive school bus issued by the State of Idaho.
- 11.3.2.1.7.(7) Supporting documentation certifying applicant has operated a commercial motor vehicle (CMV) with a diabetic condition controlled by the use of insulin while under the care of an endocrinologist (may have consulting relationship with driver's personal physician) familiar with the treatment and monitoring of Diabetes Mellitus.
- 11.3.2.1.8.(8) Idaho Transportation Department driving record (for the three-year period immediately preceding application) containing no suspensions or revocations, no involvement in an accident for which the applicant received a citation for a moving traffic violation while operating a CMV, no involvement in an accident for which the applicant contributed to the cause of the accident, and no convictions for a disqualifying offense or more than one serious traffic violation, as defined in 49 CFR 383.5, while operating a CMV.
- 11.3.2.1.9.(9) Supporting documentation certifying no other disqualifying conditions including diabetes related complications.
- 11.3.2.1.10.(10) Supporting documentation certifying no recurrent (two or more) hypoglycemic reactions resulting in a loss of consciousness or seizure within the past five years. A period of one year of demonstrated stability is required following the first episode of hypoglycemia.
- 11.3.2.1.11.(11) Supporting documentation certifying no recurrent hypoglycemic reactions requiring the assistance of another person within the past five years. A period of one year of demonstrated stability is required following the first episode of hypoglycemia.
- 11.3.2.1.12.(12) Supporting documentation certifying no recurrent hypoglycemic reactions resulting in impaired cognitive function that occurred without warning symptoms within the past five years. A period of one year of demonstrated stability is required following the first episode of hypoglycemia.
- 11.3.2.1.13.(13) Supporting documentation certifying the applicant has been examined by a board-certified or board-eligible endocrinologist (who is knowledgeable about diabetes) who has conducted a complete medical examination. The complete medical examination must consist of

a comprehensive evaluation of the applicant's medical history and current status with a report including:

11.3.2.1.13.1. ■ The date insulin use began;

11.3.2.1.13.2. ■ Diabetes diagnosis and disease history;

11.3.2.1.13.3. ■ Hospitalization records;

11.3.2.1.13.4. ■ Consultation notes for diagnostic examinations;

11.3.2.1.13.5. ■ Special studies pertaining to the diabetes;

11.3.2.1.13.6. ■ Follow-up reports;

11.3.2.1.13.7. ■ Reports of any hypoglycemic insulin reactions within the last five years;

11.3.2.1.13.8. ■ Two measures of glycosylated hemoglobin, the first 90 days before the last and current measure;

11.3.2.1.13.9. ■ Insulin dosages and types, diet utilized for control and any significant factors such as smoking, alcohol use, and other medications or drugs taken; and

11.3.2.1.13.10. ■ Examinations to detect any peripheral neuropathy or circulatory insufficiency of the extremities.

11.3.2.1.14.(14) Submits a signed statement from an examining endocrinologist indicating the following medical determinations:

11.3.2.1.14.1. ■ The endocrinologist is familiar with the applicant's medical history for the past five years, either through actual treatment over that time or through consultation with a physician who has treated the applicant during that time;

11.3.2.1.14.2. ■ The applicant has been using insulin to control his/her diabetes from the date of the application back to the date driving experience began or the previous three years, whichever is less;

11.3.2.1.14.3. ■ The applicant has been educated in diabetes and its management, thoroughly informed of and understands the procedures which must be followed to monitor and manage his/her diabetes and what procedures should be followed if complications arise; and

11.3.2.1.14.4. ■ The applicant has the ability and has demonstrated willingness to properly monitor and manage his/her diabetes.

11.3.2.1.15.(15) Submits a separate signed statement from an ophthalmologist or optometrist that the applicant has been examined and that the applicant does not have diabetic retinopathy and meets the vision standard at 49 CFR 391.41(b) (10), or has been issued a valid medical exemption. If the applicant has any evidence of diabetic retinopathy, he or she must be examined by an ophthalmologist and submit a separate signed statement from the ophthalmologist that he or she does not have unstable proliferative diabetic retinopathy (i.e., unstable advancing disease of blood vessels in the retina).

11.3.2.2. b. There are special conditions attached to the issuance of any exemption for ITDM. The Department will impose the following requirements:

11.3.2.2.1.(1) Individuals with ITDM shall maintain appropriate medical supplies for glucose management while preparing for the operation of a CMV and during its operation. The supplies shall include the following:

11.3.2.2.1.1. ■ An acceptable glucose monitor with memory;

11.3.2.2.1.2. ■ Supplies needed to obtain adequate blood samples and to measure blood glucose;

11.3.2.2.1.3. ■ Insulin to be used as necessary; and

11.3.2.2.1.4. ■ An amount of rapidly absorbable glucose to be used as necessary.

11.3.2.3. c. Prior to and while driving, the individual with ITDM shall adhere to the following protocol for monitoring and maintaining appropriate blood glucose levels:

11.3.2.3.1.(1) Check glucose before starting to drive and take corrective action if necessary. If glucose is less than 100 milligrams per deciliter (mg/dl), take glucose or food and recheck in 30 minutes. Do not drive if glucose is less than 100 mg/dl. Repeat the process until glucose is greater than 100 mg/dl;

11.3.2.3.2.(2) While driving check glucose every two to four hours and take appropriate action to maintain it in the range of 100 to 400 mg/dl;

~~11.3.2.3.3.~~(3) Have food available at all times when driving. If glucose is less than 100 mg/dl, stop driving and eat. Recheck in 30 minutes and repeat procedure until glucose is greater than 100 mg/dl; and

~~11.3.2.3.4.~~(4) If glucose is greater than 400 mg/dl, stop driving until glucose returns to the 100 to 400 mg/dl range. If more than two hours after last insulin injection and eating, take additional insulin. Recheck blood glucose in 30 minutes. Do not resume driving until glucose is less than 400 mg/dl.

~~11.3.2.4.~~ d. In addition to the requirements for controlling ITDM, the Department will monitor exemption recipients during the period that the exemption is valid. The Department will conduct monitoring by requiring the exemption recipients to submit the following information to the Idaho State Department of Education Student Transportation Section:

~~11.3.2.4.1.~~(1) Provide written confirmation from the endocrinologist on a quarterly basis:

~~11.3.2.4.1.1.~~▪ The make and model of the glucose monitoring device with memory; and

~~11.3.2.4.1.2.~~▪ The individual's blood glucose measurements and glycosylated hemoglobin are generally in an adequate range based on daily glucose measurements taken with the glucose monitoring device and correlated with the daily records of driving time and a current measurement of glycosylated hemoglobin.

~~11.3.2.4.2.~~(2) Submit on an annual basis, a comprehensive medical evaluation by an endocrinologist. The evaluation will include a general physical examination and a report of glycosylated hemoglobin concentration. The evaluation will also involve an assessment of the individual's willingness and ability to monitor and manage the diabetic condition.

~~11.3.2.5.~~ e. Provide on an annual basis confirmation by an ophthalmologist or optometrist that there is no diabetic retinopathy and the individual meets the current vision standards at 49 CFR 391.41(b) (10). If there is any evidence of diabetic retinopathy, provide annual documentation by an ophthalmologist that the individual does not have unstable proliferative diabetic retinopathy.

~~11.3.2.6.~~ f. Submit annual documentation by an endocrinologist of ongoing education in management of diabetes and hypoglycemia awareness.

~~11.3.2.7.~~ g. \_\_\_\_ Report all episodes of severe hypoglycemia, significant complications, or inability to manage diabetes.

~~11.3.2.8.~~ h. \_\_\_\_ Report any involvement in an accident or any other adverse event whether or not they are related to an episode of hypoglycemia.

~~11.3.2.9.~~ i. \_\_\_\_ School bus drivers applying for ITDM exemption should refer to Federal Highway Administration Diabetes Waiver Program – Appendix A.

11.3.3. 3. \_\_\_\_ *School Bus Driver Training*

~~11.3.3.1.a.~~ \_\_\_\_ All new school bus drivers will complete a prior-approved school bus driver training program, which shall include documented knowledge and skill tests, as well as ten (10) inclusive hours of behind-the-wheel and/or route observation, before being allowed to drive a school bus loaded with students. As a support to school district personnel, the State Department of Education shall develop and maintain model classroom and behind-the-wheel training curricula incorporating nationally recognized driver training methods and resources. (Sections 33-1508; 33-1509; 33-1511, Idaho Code)

~~11.3.3.2.b.~~ \_\_\_\_ All experienced school bus drivers will complete at least ten (10) hours refresher school bus driver training each fiscal school year. At least three (3) hours of pre-service training shall be provided before school begins in the fall. In addition, at least three (3) in-service training sessions shall be provided during the school year utilizing, at a minimum, thirty (30) minute, topic specific and documented, training blocks.

~~11.3.3.3.c.~~ \_\_\_\_ School districts shall request documentation of all previous school bus driver training and driving experience, in accordance with Federal Motor Carrier Safety Administration CDL licensing requirements. Documentation of previous training, similar to State Board of Education training requirements, may be used to comply with new school bus driver training hours. Regardless of any previous out-of-district training, all newly hired school bus drivers shall have sufficient training provided by the hiring district or contractor, along with accompanying documentation, illustrating proficient school bus driving skills. If the district is unable to obtain documentation of previous school bus driver training, the individual shall complete the training requirements for new school bus drivers. If the applicant has gaps in excess of four years of ongoing school bus driving experience, the individual shall complete the training requirements for new school bus drivers.

11.3.4. 4. \_\_\_\_ *Student Transportation Personnel File*

11.3.4.1. a. Each district that operates or contracts student transportation services shall cause to have filed for each school bus driver, in a secure area with limited access, the following information: (33-1506, 33-1508 and 33-1509, Idaho Code)

~~11.3.4.1.1.~~ (1) Copy of original application to drive school bus.

~~11.3.4.1.2.~~ (2) Copy of current original physical examination form, along with any applicable waivers.

~~11.3.4.1.3.~~ (3) ~~Historical record of all topic specific school bus driver training supported by a training program agenda.~~ Historical training records should contain, at a minimum, accurate information certify-ing certifying attendance and satisfactory completion of all state, or district and or company required training. Details about all topic specific school bus drivers training supported by a training program agenda, including the number of hours of instruction, date of instruction, instructor and drivers signature. The following is a list of minimum training to be documented:

- Classroom Training
- Pre-Service
- In-Service
- Behind-the-Wheel Training

~~11.3.4.1.3.~~ (4) Copy of current commercial driver's license.

~~11.3.4.1.4.~~ (5) Copy of annual driving record check in compliance with CDL licensing requirements. The district shall request each fiscal year a driving record check report from the Idaho (or neighboring state or both states, as applicable) State Transportation Department, Motor Vehicles Division, for those individuals who are going to drive a school bus during the current fiscal school year.

(6) Copy of all annual driver and route evaluations. New drivers shall have a driver evaluation before being allowed to drive a school bus loaded with students.

~~11.3.4.1.5.~~

~~11.3.4.1.6.~~ (7) Copies of a driver emergency evacuation drills shall be maintained for a period of three years.

~~11.3.5.~~ 5. Student Transportation Maintenance and Service Personnel

~~11.3.5.1.~~ a. Each district that operates or contracts student transportation services shall perform maintenance functions on a timely basis consistent with safe transportation and work environments. (33-1506, Idaho Code)

~~11.3.5.2.~~ b. The SDE Student Transportation Section shall develop and maintain student transportation staffing guidelines designed to promote efficiency and cost containment. These guidelines shall be for informational purposes. School districts shall not be financially penalized when falling outside SDE staffing guidelines.

**11.4. G. Vehicle Operation**

~~11.4.1.~~ 1. All school districts and school bus drivers must meet all operations and performance requirements in conformity with law and with rules and regulations of the Department of Law Enforcement and the State Board of Education (33-1508, Idaho Code). The Board of Trustees or its designee shall be responsible for delineating in writing vehicle operations and the duties of bus drivers, which shall, at a minimum, include:

~~11.4.1.1.a.~~ The driver shall ensure the safe condition of the school bus by conducting an initial and thorough daily pre-trip school bus inspection. The district shall provide drivers with a pre-trip inspection form. The State Department of Education shall develop and maintain a model pre-trip inspection form using nationally recognized criteria for the school bus pre-trip inspection. Each subsequent trip shall require an additional pre-trip school bus inspection, which at a minimum shall ensure that all safety equipment is in working order, i.e., brakes, tires, all lighting systems, steering and horn. All defects shall be reported by the school bus driver.

~~11.4.1.2.b.~~ A school bus shall be backed only as a last resort. Buses shall not back to turn around on a public roadway, unless the local board finds there is no alternative to backing buses on certain roads. The local board then, by official action, may allow backing of school buses on certain public roadways. (33-1502, Idaho Code)

~~11.4.1.3.c.~~ No passenger shall be permitted to operate the school bus.

~~11.4.1.4.d.~~ The school bus driver shall not allow guns or inflammable or explosive substances such as gasoline to be carried on a school bus. School districts shall develop policy identifying other perceived unsafe items prohibited from being transported in the passenger compartment of a school bus, such as skis, skateboards, large instruments, etc. Students are to only carry objects on to the bus that can fit safely within the seat compartment, preferably on the student's lap. The student shall not carry hazardous materials, objects, or potentially disruptive animals on the bus.

~~11.4.1.5.e.~~ School bus drivers shall properly wear a seat belt whenever the bus is in motion.

11.4.1.6.f. School bus doors shall remain closed while the bus is in motion. No school bus shall start in motion before all passengers have been seated. The driver shall require each passenger on the bus to be seated in a manufacturer's school bus passenger seat. No student shall be allowed to stand while the bus is in motion.

11.4.1.7.g. School districts shall establish school bus stops in safe locations with at least one hundred (100) yards clear visibility in both directions, whenever possible, and at least forty (40) feet from intersections, whenever possible. No bus stop shall be established less than one and one-half (1 1/2) miles from the nearest appropriate school except when, in the judgment of the Board of Trustees, the age or health or safety of the student warrants. (Sections 33-1501 and 33-1502, Idaho Code)

11.4.1.8.h. All school buses shall stop to load/unload passengers at designated bus stops in accordance with the law (49-1422, Idaho Code). The State Department of Education shall maintain model student loading/unloading training curriculum, the basis of which shall be in conformity with nationally recognized procedures (*National School Transportation Specifications & Procedures*). The student shall not leave or board the bus at locations other than the assigned home stop or assigned school unless arrangements for doing so have been approved by appropriate authority. Appropriate authority and the approval process shall be defined in local district policy.

11.4.1.9.i. School bus drivers shall load and unload from the right side of the roadway. School bus drivers shall not allow students to cross roadways having more than three (3) lanes for purposes of loading or unloading and shall only load or unload students who live on the right side of such a roadway, except at locations having easily accessible traffic control signals. (49-1422, Idaho Code)

11.4.1.10.j. When it is necessary for the student to cross the roadway, the driver shall require the student to cross ~~ten (10)~~ twelve (12) feet in front of the bus in accordance with state loading/unloading training curriculum.

11.4.1.11.k. School bus drivers shall report the license number of any vehicle, which violates any law endangering school children to his/her immediate supervisor (33-1509, Idaho Code).

11.4.1.12.l. Student transportation operations shall be included in the district's crises planning and related training shall be provided to school bus drivers related to district crises plans. School bus drivers shall remain vigilant and report suspicious behavior or conditions which could become harmful to students or be indicative of impending acts of terror. School bus drivers shall be provided training in homeland security awareness.



~~11.4.1.13.m.~~ A driver on a school bus route shall not leave an occupied bus. In case of a breakdown the driver shall request assistance via two-way communication whenever possible. Otherwise, the driver should ask a passing motorist to make contact with the district, send a school bus aide or at least two responsible students to make contact with the district, or wait for help.

n. Whenever it is necessary for the school bus driver to leave an unoccupied bus or leave the driver's seat of an occupied bus, he/she ~~shall~~ should shut off the motor, curb the wheels where appropriate, set the brakes and remove the ignition key.

~~a.o.~~ The school bus driver shall give consideration to engine idling during extended wait times. Consideration should be given to varying climate conditions. All buses equipped with an auxiliary heater shall not be allowed to idle for more than three – five consecutive minutes. (Exceptions: pre-trips, passenger stops.) Heater shall be used to provide pre-heated water in the cooling system for starting cold engines as well as providing heat to the passenger compartment during cold weather without running the engine. Reduced idling will reduce student transportation costs and improve air quality. Allowing engines to idle for more than three minutes may cause districts (including contracted districts) to lose funding for purchasing fuel.

~~11.4.1.14.p.~~ All school and activity buses shall stop at all railroad grade crossings in accordance with the law (33-1508; 49-648 and 49-649 Idaho Codes). The State Department of Education shall develop and maintain railroad grade crossing training curriculum, the basis of which shall be in conformity with nationally recognized procedures (*National School Transportation Specifications & Procedures*).

~~11.4.1.15.g.~~ School districts shall limit on-duty and driving time of school bus drivers similar to the limitations imposed by the Federal Motor Carrier Safety Administration regulations for drivers of similar commercial motor vehicles. Drivers shall use FMCSA over-the-road hours-of-service trip logs, a trip agenda, or other trip documentation validating applicable driving hours on all out-of-district trips in excess of one-hundred (100) miles (*FMCSA Regulations, Hours of Service of Drivers*).

~~11.4.1.16.r.~~ At no time shall a driver exceed sixty-five (65) miles per hour or a lesser posted speed limit.

**11.5. H. Student Management**

~~11.5.1.~~ 1. Student transportation is another component in the school district's overall education program. An effective student transportation management program must have the support of the school district administration, school bus drivers, students, and parents. Each school district should institute a comprehensive student-management program that is designed to share the responsibility for student safety and well-being, as well as protecting the interests of all others involved in the program.

~~11.5.2.2.~~ Every school district which operates a student transportation system shall have a written policy which sets forth the student's right to "due process" when disciplinary action is taken and defines the duties and responsibilities of students when taking advantage of student transportation. The school district's student transportation student management policy, including the duties and responsibilities of students, teachers and drivers shall be in concert with the district's written classroom policies. (33-512, Idaho Code)

3. School bus drivers shall establish proper rapport with students. Drivers should instruct students in appropriate behavior in accordance with the district's student management policy. Drivers should be aware that they represent the school system and present a positive image in dress, language, and manner.

~~11.5.2.~~

~~11.5.3.4~~ The State Department of Education shall develop and maintain model student management guidelines, suggested rules and regulations in its school bus driver training curriculum.

**11.6. I. Student Eligibility**

~~11.6.1.~~ 1. *Eligible Students*

~~11.6.1.1.a.~~ Student eligibility for state funded student transportation services is defined in 33-1501 and, 33-1502, and 33-5208 Idaho Code.

~~11.6.1.2.b.~~ A student with disabilities who's Individualized Education Plan (IEP) requires transportation is eligible for transportation as a related service (IDEA) under the Student Transportation Support Program regardless of distance from the school.

~~11.6.1.3.c.~~ It is the aim of the State Department of Education, in keeping with the "inclusion" concept, to arrange transportation for the student with disabilities as closely as possible to that of the student without disabilities.

Whenever possible, students with disabilities will ride with students without disabilities on regular routes.

~~11.6.1.4.d.~~ Students who attend school at an alternate location as assigned by the local board of trustees may be expected to walk reasonable distances between schools (33-1501, Idaho Code). Transporting or shuttling students between schools or buildings in conjunction with non-reimbursable programs is a non-reimbursable expense and all such mileage shall be documented and tracked as non-reimbursable shuttle miles.

~~11.6.2.~~ 2. *Ineligible Students*

~~11.6.2.1.a.~~ An ineligible student shall be defined as any properly enrolled public school student who does not otherwise meet ridership eligibility by virtue of school or district boundary, distance, age, health, or safety.

~~11.6.2.2.b.~~ If a school district allows ineligible but properly enrolled public school students on a bus and their presence does not create an appreciable increase in the cost of the bus run, as determined by the State Department of Education (in computing to and from school state allocations), the district shall not be penalized.

~~11.6.2.3.c.~~ Ineligible students may ride existing bus runs, and to and from an existing bus stop, on a "space available" basis provided that neither time, mileage, or other appreciable cost is added as a result of this service. Ineligible students shall be reported as such on the bus ridership count report and are not eligible for additional rider count funding.

~~11.6.2.4.d.~~ Properly enrolled students living in district of residence but attending school in a non-resident district, under the provisions of 33-1402, Idaho Code (enrollment options), may be transported; however, all related "yellow school bus" mileage shall be reported as non-reimbursable. Exceptions shall be permitted when transporting student(s) to out-of-district school demonstrates cost effectiveness, as determined by the State Department of Education, in which case the related mileage shall be reported as reimbursable. Other exceptions include but are not limited to, mileage related to provisions of the McKinney-Vento Homeless Assistance Act and the "No Child Left Behind Act (NCLB)" in concert with Idaho's Academic Yearly Progress Plan (when school districts opt to provide transportation services to a neighboring school district). In any event, cooperative written agreements, as detailed in 33-1402, Idaho Code, shall be required.

~~11.6.3.~~ 3. *Non-Public (Private or Parochial) School Students*

~~11.6.3.1.~~ The cost of transporting non-public school students must be deducted when submitting the transportation reimbursement claim. Each school district must recover the full cost of transporting non-public school students, and in no event may that cost be determined to be zero (0). (Section 33-1501, Idaho Code)

~~11.6.4.~~ 4. *Non-Student Rider*

~~11.6.4.1.~~ A non-student rider shall be defined as any transported person who is not properly enrolled in a pre-K through twelve school program. Each school district must recover the full cost of transporting non-students, except that dependent children of young mothers who are properly enrolled in a public school program, SDE student transportation staff, district supervisory personnel and/or administrators and aides may ride on to and from school bus routes. Other persons and teachers who have officially been appointed as chaperones may be allowed on a school bus for field and extracurricular trips. If the local district policy allows, exceptions may be made for passengers other than properly enrolled school students to ride the bus when special circumstances exist and space is available. An appropriate authority must give prior permission before non-students may ride. No eligible transported student is to be displaced or required to stand in order to make room for an ineligible, non-public, or non-student rider.

~~11.7.~~ J. **Student Transportation Support Program – Financial Reporting**

~~11.7.1.1.~~ Each school district operates motor vehicles of many sizes and types, such as school buses, small and large trucks, cars for administration and driver education, pickups, delivery vans, and other miscellaneous small motor vehicles. All school district vehicle operating costs must be charged to the appropriate individual account or accounts according to their use. Costs for transporting eligible students to and from school or related activities shall be accounted for separately in accordance with State Board of Education approved procedures. (33-1006, Idaho Code)

~~11.7.2.2.~~ Accurate mileage records shall be kept for reimbursable and non-reimbursable programs so eligible and non-eligible miles can be accurately determined. No indirect costs are allowed. Financial supporting documents shall be maintained throughout the fiscal year for each program category for audit purposes.

~~11.7.3.3.~~ Annual odometer readings (end of day June 30 or start of day July 1) on all district owned or contracted "yellow school buses" used to transport students to and from school or related activities shall be annually submitted to the State

Department of Education upon request. No "yellow school bus" used to transport public school students shall be excluded.

11.7.4.4. School districts shall annually report all miles linked to a "yellow school bus" as reimbursable or non-reimbursable on Schedule C of the Student Transportation Reimbursement Claim Form.

11.7.5.5. Revenues generated from the use or lease of a district owned "yellow school bus" shall be reported as follows:

11.7.5.1. a. When the revenues correlate to reported "reimbursable" miles and their related costs, the revenue shall be reported on the student transportation reimbursement claim form under revenues received.

11.7.5.2. b. When the revenues correlate to reported "non-reimbursable" miles and their related costs, the revenue shall not be reported.

11.7.6.6. Each school district that operates a student transportation system will maintain accurate records of operations including runs, run mileage, categorized bus mileage, student rider counts and other related costs on uniform record-keeping forms provided by the Department of Education.

11.7.7.7. The Department of Education Student Transportation Section shall conduct on-site spot inspections of school district student transportation operations at a frequency adequate to ensure compliance with state law, accuracy of data and reimbursement claims, and safety of school buses. Priority for selecting districts for review and audit shall be given to those districts that exceed both the most recent annual state average reimbursable cost per mile and the state average reimbursable cost per rider as calculated by the Department, unless the supervisor of student transportation determines otherwise (33-1511, Idaho Code). Adequate frequency shall be defined as, at least once every three years.

11.7.8.8. The Department of Education Student Transportation Section shall, subsequent to on-site review and spot inspection, provide school district with a list of required corrective actions, as necessary. School districts shall submit to the Department written corrective action plans at prescribed intervals until deficiencies are corrected or the corrective action no longer applies (subject to the provisions of 33-1511, Idaho Code).

11.7.9.9. The Department shall annually review school district student transportation claims and make available analyses of reported and adjusted costs, including specific cost trends, to individual school districts and charter schools in a secure website location or published document.

~~11.7.10.10.~~ Information will be made available to the Department of Education for audit purposes upon request. Information will be compiled and retained for a minimum of four (4) years, including the current fiscal year, in the following areas: (Section 33-1006, Idaho Code)

~~11.8.~~ **K. Administrative and Program Operation Costs**

~~11.8.1.1.~~ The school district administrative reimbursement will be seven and one half percent (7.5%) of all approved reimbursable operation costs for transporting pupils except administration costs, depreciation, and contracted services, as reported to the State Department of Education on the Annual Pupil Transportation Claim for Reimbursement (Schedule B); or

~~11.8.2.2.~~ Actual administrative costs, program operation costs, operation of plant, maintenance of plant, fixed costs, and other pupil transportation costs identified in 33-1006, Idaho Code, which are directly related, charged and reported as transportation costs to the State Department of Education on the Annual Student Transportation Claim for Reimbursement (Schedule A).

~~11.8.3.3.~~ Districts will be permitted flexibility in scheduling bus routes; however, before-school and after-school activity or other program busing that result in duplicating transportation service to a geographic area is not reimbursable, except that the Idaho Reading Indicator (IRI) shall be reimbursable under the Pupil Transportation Support Program. Transportation costs for other before-school and after-school academic programs may be reimbursable and will be considered on a case-by-case basis when specific written requests for consideration are submitted to the State Department of Education on or before March 31 of the school year in which the busing began.

~~11.8.4.4.~~ All academic and activity summer programs will be non-reimbursable under the Student Transportation Support Program, except transportation costs for Migrant Summer School, the Idaho Reading Indicator (IRI), and Extended School Year (ESY) Special Needs programs will be reimbursable.

~~11.8.5.5.~~ The State Department of Education shall develop support staffing (supervisor, driver trainer, secretary/dispatcher, etc.) and school bus inventory guidelines for school district student transportation operations.

~~11.8.6.6.~~ The district will maintain accurate records of all bus routes and runs, including rider counts, mileage and other related operation and vehicle maintenance costs (33-1006, Idaho Code). A "route" is defined as anything one bus does during the morning (a.m. route), midday (noon route), or afternoon (p.m. route) and may be comprised of one or more morning, midday, or afternoon to -from school "run(s)." The Department shall require school districts to submit ~~annually~~ tri-annually a data specific "run-route report"

including but not limited to, number of riders and percent occupancy. Additionally, for purposes of equity and accuracy, school districts shall take ridership counts on specific dates and frequency (minimum of ten counts per school year) annually set by the Department, which shall be reported and submitted in a format approved by the Department.

11.8.7.7. If the local board of trustees authorizes the use of school buses to transport students to and from school-sponsored activities or field trips, the local board will use school buses that are in safe mechanical condition. No school bus shall be operated, loaded, or equipped in such a way as to constitute a hazard to the safety of the students being transported. School bus emergency egress systems shall remain operable and the bus aisle shall remain clear of obstruction while students are being transported. (33-1506, Idaho Code)

11.8.8.8. If the local board of trustees authorizes the use of non-conforming vehicles to transport students to and from school-sponsored activities or field trips, the local board will use vehicles that are in safe mechanical condition. No non-conforming vehicle shall be operated, loaded, or equipped in such a way as to constitute a hazard to the safety of the students being transported.

11.8.9.9. The district shall maintain accurate records of all trips in all school buses and non-conforming vehicles used in the transportation of students and transportation personnel, including the purposes of the trip, mileage and operation and vehicle maintenance costs. An annual odometer reading will be taken at the end of each fiscal school year (June 30) on all district owned vehicles used in the transportation of students. The district shall reconcile annual mileage reports with all recorded reimbursable and non-reimbursable program miles. School districts that contract for student transportation services shall report all reimbursable and non-reimbursable program miles. The district shall maintain accurate mileage records of all trips in all district owned non-conforming vehicles used for shuttling school bus drivers to and from their school buses for purposes of efficiency and cost containment. The district shall maintain accurate mileage records of all trips in all district-owned shop trucks and supervisor/trainer cars used in support of yellow school buses to repair school buses, deliver parts, and check road/route/bus stop conditions. Support mileage will be tracked separately and reimbursed at the State Board of Examiners rate established at the beginning of each school year. Mileage for transportation personnel home-to-work-to-home that is not cost effective in lieu of using a bus for home-to-work-to-home; or mileage in vans or other non-conforming vehicles used to transport students is non-reimbursable.

11.8.10.10. ~~Field trips will be reimbursable when they are approved school activities that are an integral part of the total education program, are class-curriculum driven, occur during the regular school year and extend not more than one hundred (100) miles beyond the boundaries of the state. Field trips~~

~~that are for non-graded student performance, social, recreational, competition, or reward purposes or incorporate overnight lodging or occur outside the regularly scheduled (4 or 5 day) school week are not reimbursable, except that a local, non-competitive performance event held within the school district (e.g., musical performance) shall be reimbursable. The costs of transporting athletes or students to and from extracurricular activities and field trips are not reimbursable.~~

~~11. The following activities which are under the jurisdiction and sponsorship of the Idaho High School Activities Association will not be reimbursable, including but not limited to: baseball, basketball, cross-country, debate, drama, drill team, football, golf, instrumental music, soccer, softball, speech, tennis, track, vocal music, volleyball, and wrestling. In addition to these, any other school activity that is scheduled and held for competition purposes is not reimbursable.~~

12. Shuttle trip mileage is reimbursable only if directly associated with transporting students for the purposes of regular school attendance during regular days and hours. Shuttle trip mileage is limited to miles between any district-owned or exclusively-leased facility for regularly reoccurring days of that individual class, which transportation is for regular school attendance during regular days and hours.

11.9. L. **Safety Busing**

11.9.1. All school districts submitting applications for ~~new~~ safety busing reimbursement approval shall have established a board policy for evaluating and rating all safety busing requests and shall have on file a completed measuring or rating instrument for all submitted requests. The State Department of Education staff shall develop and maintain a measuring instrument model, which shall include an element for validating contacts with responsible organizations or persons responsible for improving or minimizing hazardous conditions. Each applying district will be required to annually affirm that conditions of all prior approved safety busing requests are unchanged. The local board of trustees shall annually, by official action (33-1502, Idaho Code), approve all ~~new~~ safety busing locations. School districts that receive state reimbursement of costs associated with safety busing will re-evaluate all safety busing sites at intervals of at least every three years using the local board adopted measuring or scoring instrument. In order to qualify for reimbursement the local school board will, by official action, approve the initial safety busing request and allow the students in question to be transported before the application is sent to the state. Consideration for reimbursement will be contingent on the application for ~~new~~ safety busing being received by the State Department of Education Transportation Section on or before March 31 of the school year in which the safety busing began.

11.10. M. **Contract For Transportation Services**



11.10.1.1. Any district that contracts for student transportation services will have a copy of its current contract on file with the State Department of Education, Supervisor of Transportation Services (Section 33-1510, Idaho Code). The State Department of Education shall develop and maintain a model contract. School districts shall use the Department's model contract, but may attach to the model contract addenda to meet local requirements. School districts that contract for student transportation services shall submit contracts to the State Department of Education Student Transportation Section prior to signing. The Department will then approve or disapprove the submitted contract(s) in compliance to Section 33-1510, Idaho Code, including any contract extension.

11.10.2.2. The State Department of Education shall develop guidelines for use in advertising for transportation bids, reviewing transportation bids and awarding transportation bids. School districts that contract shall require contractors to accurately track all mileage related to student transportation and said mileage shall not be considered to be proprietary. However, mechanisms and methodologies used in calculating actual costs for purposes of bidding (using district non-proprietary route mileages and route data) may be proprietary (9-340D, Idaho Code).

11.10.3.3. School districts that contract for the provision of student transportation services must report actual contractual costs to the State Department of Education for reimbursement on the annual Student Transportation Reimbursement Claim form (Schedule C). In addition, school districts that contract for the provision of student transportation services may also report the costs of employing not more than one (1) transportation contract manager for reimbursement on the annual Student Transportation Reimbursement Claim form (Schedule A). Notwithstanding, the total reimbursement to school districts that contract for the provision of student transportation services shall not exceed the limits provided under Idaho law (33-1006(5), Idaho Code).

11.10.4.4. School districts that contract student transportation services and also operate a district-owned student transportation program may submit specific costs related to district salaries benefits, purchased services, supplies, etc. (Schedule A or Schedule B) when the costs can be reconciled to district-owned and operated school buses.

11.10.5.5. Accurate mileage and contract costs (reimbursable and non-reimbursable) must be reported and submitted annually. School districts that contract shall require contractors to accurately track all mileage related to student transportation.

11.10.6.6. Contracting school districts shall be responsible for determining and reporting reimbursable and non-reimbursable trip mileage and shall be able to reconcile all mileage to contractor invoices.

**11.11. N. Leasing District-Owned Buses**

**11.11.1.** School districts will develop and use a policy approved by the local board of trustees delineating responsibility and use of rental or leased buses. Any costs to the district will not be reimbursable under the Transportation Support Program. A school district that allows a school bus to be operated by a non-district employee as part of a lease or rental agreement might not be insured under the terms of its insurance policy. Therefore, districts will maintain adequate liability insurance coverage on rented or leased buses and shall notify its insurance carrier when renting or leasing a school bus and shall request written confirmation of continued insurance coverage during the particular circumstances of the rental or lease arrangement. Districts will maintain accurate records on all district-owned leased buses, including mileage, to whom leased and revenues received.  
(Section 33-1512, Idaho Code)

**11.12. O. Ineligible Vehicles**

**11.12.1.ii.** Costs incurred when transporting students in any vehicle that does not meet all State Board of Education, state and federal standards for a school bus will not be reimbursable within the Transportation Support Program, except as permitted in 33-1006, Idaho Code.

**11.13. P. Liability Insurance**

**11.13.1.** 1. Every policy or contract of insurance or comprehensive liability plan for each contractor-owned school bus shall provide that the insurance carrier pay on behalf of the insured local school district to a limit of not less than five hundred thousand dollars (\$500,000) per person limited to three million dollars (\$3,000,000) for bodily or personal injury, death, or property damage or loss as the result of any one (1) occurrence or accident, regardless of the number of persons injured or the number of claimants. (Section 33-1507, Idaho Code)

**11.13.2.** 2. Every policy or contract of insurance or comprehensive liability plan for each district-owned school bus will provide that the insurance carrier pay on behalf of the insured local school district to a limit of not less than five hundred thousand dollars (\$500,000) for bodily or personal injury, death, or property damage or loss as the result of any one (1) occurrence or accident, regardless of the number of persons injured or the number of claimants.  
(Sections 6-924 and 33-1507, Idaho Code)

**11.14. Q. Non-Traditional Educational Programs**

**11.14.1.** Costs of transporting students for purposes of accessing alternate, special or unique educational programs outside normal school hours or outside the normal school year are not reimbursable. However, districts will not be financially

penalized for incorporating the transportation of ineligible student riders into a reimbursable educational run when there is no subsequent appreciable increase in the allocation of transportation resources.

**11.15. R. Capital Investment**

~~11.15.1.~~ Purchase of school buses with approved reimbursable options and two-way voice communication radios installed in a new bus will be the only capital investment items allowed in the reimbursement program. Reasonable cellular telephone basic service contract costs and reasonable repeater service contract costs are reimbursable. No more than two (2) basic cellular telephone service contracts will be allowed per school district. Reimbursement for basic cellular telephone service contract costs in excess of two (2) must have prior approval. Mobile cellular telephone, additional cellular airtime, roaming and long distance charges are non-reimbursable costs. The cost of a cellular telephone may be reimbursable when the cost is in-lieu of a hard-wired two-way voice radio.

**11.16. S. Depreciation**

~~11.16.1.~~ 1. The purchase date for purposes of depreciation is determined to be July 1 of the state fiscal year in which the bus is delivered. Buses will be placed on a depreciation schedule after they have been inspected by personnel from the State Department of Education. When a bus is sold or traded prior to its life expectancy according to the district's SDE generated depreciation schedule, the district shall forfeit an amount equal to total depreciation received, minus depreciation calculated at straight-line method, plus fifty-percent (50%) of the projected depreciation amount for the year in which the bus is sold or traded. Emergency circumstances resulting of property loss (school bus) or documented high maintenance costs ("lemon bus") may exempt a school district from this penalty. (33-1006, Idaho Code)

~~11.16.2.~~ 2. Before any newly acquired school bus is used for transporting pupils it shall be inspected by a duly authorized representative of the State Department of Education. (33-1506, Idaho Code)

~~11.16.3.~~ 3. *Depreciation Ineligibility*

~~11.16.3.1.~~ Any used school bus purchased by a district will not be eligible for depreciation if the bus is over five (5) years old, using the body manufacturer's and state inspection fiscal year dates. Used school buses new to the State no older than five (5) years will be placed on the district's depreciation schedule, using an accelerated declining balance method of calculating depreciation, which shall include a percentage rate equal to one (1), divided by the remaining years life expectancy of the bus (according to a life expectancy of ten (10) years), multiplied by two (2). Used bus depreciation maximums will be based on used bus values in the most current Yellow School

Bus Book and subject to review by the Student Transportation Steering Committee.

11.16.4. 4. Depreciation Standards

11.16.4.1. In order to be eligible for depreciation and operation costs a school bus must meet all federal and Idaho minimum construction standards and State Board of Education standards. Further, the bus shall be assigned and used daily on to and from school routes, except that new buses purchased for spare, activity and field trip purposes may be placed on the district's depreciation schedule if they are also used on to -from school routes.

11.16.5. 5. Retrofit Standards

11.16.5.1. a. Any vehicle that has been retrofitted to be used as a school bus will meet current Idaho minimum construction standards.

11.16.5.2. b. Any school bus that undergoes a partial retrofit will meet current Idaho minimum construction standards applicable to the retrofitted part(s).

11.16.6. 6. Size Categories

11.16.6.1. All school buses will be categorized by size as follows: eighty-five (85) students and up, seventy-three to eighty-four (73-84) students, fifty-nine to seventy-two (59-72) students, forty-seven to fifty-eight (47-58) students, thirty-five to forty-six (35-46) students, twenty to thirty-four (20-34) students, and one to nineteen (1-19) students.

11.16.7. 7. Basic Bus

11.16.7.1. The State Department of Education Pupil Transportation Section shall ~~annually~~ write bid specifications for the purpose of defining Idaho's basic school bus(es) and shall advertise for an indefinite contract, indefinite quantity bid. The bid award shall be used to establish a "depreciation reimbursement benchmark" for statewide district school bus purchases for specific size categories. For purposes of depreciation reimbursement, add-on bus component costs may be allowed specific to school district needs that are in accord with 33-1006, Idaho Code, ~~subject to review by the student transportation steering committee.~~ (33-601, 67-2803, and 67-2806 Idaho Codes)

11.16.8. 8. Life Expectancy

11.16.8.1. For depreciation purposes, all school buses will be categorized according to size and depreciated according to a twelve (12)-year life

expectancy or a life expectancy based on use and mileage (as defined by the student transportation steering committee and approved by the State Department of Education Student Transportation Section), whichever is most advantageous to the school district (see SDE "Depreciation Calculator"). Activity and lift-equipped buses will be categorized for purchase and depreciation purposes as if they had full seating capacity. The cost of activity bus options (e.g., air conditioning, partially reclining passenger seats, interior overhead storage compartments, etc.) will not be included when calculating depreciation.

~~11.16.8.2. District school bus purchases that fall outside "Idaho's basic bus" categories defined annually in written specifications may be placed on the district's depreciation schedule subsequent to student transportation steering committee review.~~

~~11.16.9.~~ 9. *Twelve-year (12) Depreciation*

~~11.16.9.1.~~ The school bus depreciation schedule within the allowable costs of the Pupil Transportation Support Program, for school buses with life expectancy of twelve (12) years will be determined by using an accelerated declining balance method of calculating depreciation (declining balance schedule to include a percentage rate of sixteen and sixty-seven hundredths percent (16.67%) per year for useful life expectancy of twelve (12) years). (Section 33-1006, Idaho Code)

~~11.16.10.~~ 10. *Use and Mileage Depreciation*

~~11.16.10.1.~~ The school bus use and mileage depreciation schedule within the allowable costs of the Pupil Transportation Support Program will be determined by using an accelerated declining balance method of calculating depreciation (use and mileage declining balance schedule to include a variable percentage rate triggered by use and mileage categories as defined by the State Department of Education Student Transportation Section). (See SDE "Depreciation Calculator")

~~11.16.11.~~ 11. *Purchase Price*

~~11.16.11.1.~~ a. The purchase price of each bus will include the total chassis, body, special equipment, freight costs, pre-delivery inspection fees and any other costs directly related to acquiring the bus within the constraints of Idaho's basic bus specifications, indefinite contract/quantity bid award and Idaho Code. Costs of non-reimbursable options will be subtracted for purposes of calculating the district's reimbursable bus depreciation, as necessary. (33-1006; 33-1506, Idaho Code)

~~11.16.11.2.~~ b. Any or all bid quotations may be rejected by the school district; however, all bid prices will be evaluated and adjusted as necessary by the State Department of Education Pupil Transportation Section with recommendations for depreciation adjustment from the Pupil Transportation Steering Committee. The lowest responsive and responsible bid will be used in calculating the district's depreciation reimbursement. Verifiable differences in school bus construction quality may be justification for bid rejection.

~~11.16.11.3.~~ c. School districts may purchase from a contract issued by the State Department of Education secondary to awarding an indefinite contract/quantity or through a contract that has been competitively bid by the state of Idaho, one (1) of its subdivisions, or an agency of the federal government (67-2803 and 67-2806 Idaho Code).

~~11.16.12.~~ 12. *School Bus Delivery Costs*

~~11.16.12.1.~~ a. The State Department of Education Pupil Transportation Section may consider (subject to the constraints of Idaho's basic bus specifications, indefinite contract/quantity bid award and Idaho Code) FOB district bus delivery costs reflected in school district bid specifications and subsequent vendor invoice to be considered part of the bus purchase price for purposes of depreciation reimbursement.

~~11.16.12.2.~~ b. Districts will not report any new school bus delivery mileage on the Pupil Transportation Reimbursement Claim form. Districts will record the initial mileage on all new school buses delivered to the district and will track and record all subsequent mileage for purposes of reimbursement.

~~11.16.13.~~ 13. *Nonreimbursable Costs*

~~11.16.13.1.~~ No finance charges, leases, rent, or interest will be included in the purchase price. These are not reimbursable costs on the depreciation schedule. A school district that leases a school bus on a short-term emergency basis must receive prior approval, for purposes of reimbursement.

~~11.16.14.~~ 14. *Inoperable Bus*

~~11.16.14.1.~~ Any school bus that is wrecked, sold, inoperable, or for any other reason does not or cannot meet all federal, state and State Board of Education construction and operational standards will be removed from the depreciation schedule. Revenues received subsequent to an insurance claim, associated with any district owned vehicle that receives state pupil transportation reimbursement consideration, shall be reported on the pupil transportation

reimbursement claim form under revenues/reimbursements received or as a credit to the district's parts and supplies budget account.

~~11.16.15.~~ 15. *Bus Trade-In*

~~11.16.15.1.~~ Trade-in values reflected in district bid specifications and subsequent invoicing will not be subtracted from the purchase price of the new bus for purposes of depreciation reimbursement.

~~11.17.~~ T. **Program Support**

~~11.17.1.~~ 1. The State Department of Education shall develop a "best practice" model and cost containment guidelines for school district pupil transportation operations, which shall include school bus lifecycle costing and school bus replacement models based on mileage, age and use criteria.

~~11.17.2.~~ 2. The State Department of Education shall develop guidelines for use in advertising for transportation bids, reviewing transportation bids and awarding transportation bids.

U. **Depreciation Account**

~~11.17.3.~~ All school bus depreciation money received by school districts from the state shall be placed into a separate account and used only for the purchase of school buses. Any revenue received by the school district subsequent to the sale of any used school bus will be placed into a separate account and used only for the purchase of school buses. Trade-in values reflected in district bid specifications and subsequent invoicing will not be subtracted from the purchase price of the new bus for purposes of depreciation reimbursement.

~~11.18.~~ V. **Reimbursement/Non-Reimbursement Matrix**

~~11.18.1.~~ The State Department of Education will, as a matter of policy, periodically publish and distribute a reimbursement matrix.

~~11.19.~~ W. **Appeals and Waivers**

~~11.19.1.~~ 1. The State Board of Education may grant a waiver of any rule not required by state or federal law to any school district upon written request, as provided in IDAPA 08.02.01.001. Written requests for such a waiver shall be submitted to the State Department of Education Student Transportation Section using the waiver request form. The State Department of Education shall submit the waiver request to the State Board of Education, along with any appropriate recommendation(s). All waiver requests must include supporting rationale and detailed justification for the request. The Board will not grant waivers of any

rule required by state or federal law. State and federal law includes case law (including consent decrees), statutes, constitutions, and federal regulations.

11.19.2. 2. \_\_\_\_\_ A school district may appeal the application of the one hundred three percent (103%) limit on reimbursable costs to the State Board of Education, as provided in 33-1006(5), Idaho Code. Appeals must be submitted to the State Department of Education Pupil Transportation Section using the appeal application form. The State Department of Education shall submit the appeal to the State Board of Education, along with any appropriate recommendation(s). All appeals must include supporting documents demonstrating qualifying hardship bus runs (33-1006, Idaho Code).



**STATE DEPARTMENT OF EDUCATION**  
**JUNE 23, 2011**

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**SUBJECT**

Correction to School District Boundary

**APPLICABLE STATUTE, RULE, OR POLICY**

Sections 33-307, Idaho Code

**BACKGROUND/DISCUSSION**

Section 33-307 of Idaho Code prescribes the procedure for correcting school district boundaries. The Idaho State Tax Commission reviewed all school districts' boundaries over the course of the last year and found Minidoka County Joint School District #331, among others, to have errors in its legal description. The necessary corrections to the legal description have been made and copies have been sent to the State Board of Education (SBOE) and the State Department of Education (SDE). The SDE is now submitting this corrected legal description to the SBOE for approval. Upon approval, SDE will send the corrected order to the respective board of trustees in accordance with Section 33-307 (2), Idaho Code.

**ATTACHMENTS**

Attachment 1 – Minidoka County Joint School District #331 Legal Description

Page 3

**BOARD ACTION**

A motion to approve the corrected boundary legal description for the Minidoka County Joint School District #331.

Moved by \_\_\_\_\_ Seconded by \_\_\_\_\_ Carried Yes \_\_\_\_\_ No \_\_\_\_\_

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**STATE DEPARTMENT OF EDUCATION**  
**JUNE 23, 2011**

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**LEGAL DESCRIPTION MINIDOKA COUNTY JOINT SCHOOL DISTRICT #331,  
MINIDOKA, CASSIA, JEROME and LINCOLN COUNTIES**

BEGINNING at a point which is the NE corner of Sec. 1, Twp. 3 S, R 25 EBM; thence south along the Minidoka County line approximately 36 & 1/2 miles; thence east along the county line which is also the centerline of the Snake River to a point where the centerline intersects the east boundary, line of Sec. 12, Twp. 9 S, R 26 EBM; thence south 4 & 1/2 miles to the SE corner of Sec. 36; thence west 12 miles to the SW corner of Sec. 31, Twp. 9 S, R 25 EBM; thence north 1 mile to the NW corner of Sec. 31, Twp. 9 S, R 25 EBM, thence west approximately 2/3 of a mile to the center line of the Snake River which is also a point on the Cassia-Minidoka County line; thence in a westerly direction along the Cassia-Minidoka County and Cassia-Jerome County lines to a point where the line intersects the west boundary line of Sec. 22, Twp. 10 S, R 21 EBM; thence north 4 miles, more or less, to the SW corner of Sec. 34, Twp. 9 S, R 21 EBM; thence west 2 miles to the SW corner of Sec. 32; thence north 6 miles to the NW corner of Sec. 5, Twp. 9 S, R 21 EBM; thence east 1 mile to the SW corner of Sec. 33, Twp. 8 S, R 21 EBM; thence north 1/2 mile to the NW corner of the SW 1/4 of Sec. 33; thence east 1 mile to the NE corner of the SE 1/4 of Sec. 33; thence north 2 & 1/2 miles to the NW corner of Sec. 22, Twp. 8 S, R 21 EBM; thence west 1 mile to the SW corner of Sec. 16; thence north 2 & 3/4 miles to the NW corner of the SW 1/4 of the NW 1/4 of Sec. 4, Twp. 8 S, R 21 EBM; thence east 1 mile to the NE corner of the SE 1/4 of the NE 1/4 of Sec. 4; thence south 3/4 mile to the SE corner of Sec. 4, Twp. 8 S, R 21 EBM; thence east 3 miles to the NE corner of Sec. 12; thence north 1 mile to the NW corner of Sec. 6, Twp. 8 S, R 22 EBM; thence east 2 miles on the Lincoln-Minidoka County line to the SW corner of Sec. 33, Twp. 7 S, R 22 EBM; thence; north 5 miles to the NW corner of Sec. 9; thence west 1 mile to the SW corner of Sec. 5; thence north 1 mile, more or less; to the NW corner of Sec. 5; thence west 2 miles to the SW corner of Sec. 34, Twp. 6 S, R 21 EBM; thence north 6 miles to the NW corner of Sec. 3; thence east 6 miles to the NE corner of Sec. 4, Twp. 6 S, R 22 EBM; thence south 4 & 1/2 miles to the NW corner of the SW 1/4 of Sec. 27; thence east 1 mile to the NE corner of the SE 1/4 of Sec. 27; thence south 1 & 1/2 miles to the SE corner of Sec. 34, Twp. 6 S, R 22 EBM; thence west 1 mile to the SW corner of Sec. 34; thence south 1 mile to the SE corner of Sec. 2, Twp. 7 S, R 22 EBM; thence east approximately 1 & 1/2 miles to the NE corner of Sec. 7, Twp. 7 S, R 23 EBM; thence south 1/2 mile to the NW corner of the SW 1/4 of Sec. 8; thence east 1 mile to the NE corner of the SE 1/4 of Sec. 8; thence south 1/2 mile to the SE corner of Sec. 8, Twp. 7 S, R 23 EBM; thence east 1 mile to the NE corner of Sec. 16; thence north 1 mile to the NW corner of Sec. 10, Twp. 7 S, R 23 EBM; thence west 1 mile to the SW corner of Sec. 4; thence north 1/2 mile to the SE corner of the NE 1/4 of Sec. 5; thence west 1/2 mile to the center of Sec. 5, Twp. 7 S, R 23 EBM; thence north 1/2 mile to the NW corner of the NE 1/4 of Sec. 5; thence east 1 mile to the SW corner of Sec. 31, Twp. 6 S, R 23 EBM; thence north 1 mile to the NW corner of Sec. 31; thence west 1 mile to the SW corner of Sec. 25, Twp. 6 S, R 22 EBM; thence north 1 mile to the NW corner of Sec. 25; thence east 3 miles to the NW corner of Sec. 28, Twp. 6 S, R 23 EBM; thence north 1/2 mile to the NW corner of the SW 1/4 of Sec. 21; thence east 1 mile to the NE corner of the SE 1/4 of Sec. 21; thence north along the Lincoln-Minidoka County line 21 & 1/2 miles to the NW corner of Sec. 3, Twp. 3 S, R 23 EBM; thence east along the township line which is also the Blaine-Minidoka County line, 15 miles to the NE corner of Sec. 1, Twp. 3 S, R 25 EBM, the point of beginning.

**SAVE AND EXCEPT the following described property:**

The W 1/2 SW 1/4 of Sec. 26, the SE 1/4 and E 1/2 SW 1/4 of Sec. 27, the E 1/2 and E 1/2 W 1/2 of Sec. 34, and the W 1/2 W 1/2 of Sec. 35, all in Twp. 9 South, Range 25 East of the Boise Meridian, Cassia County, Idaho.

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**STATE DEPARTMENT OF EDUCATION  
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**SUBJECT**

Appointments to the Professional Standards Commission

**APPLICABLE STATUTE, RULE, OR POLICY**

Section 33-1252, Idaho Code

**BACKGROUND/DISCUSSION**

Nominations were sought for the positions from the Idaho Association of Special Education Administrators, the Deans of the Colleges of Education, and the Idaho School Superintendents Association. Three nominations were solicited from both the Idaho Association of Special Education Administrators and the Idaho School Superintendents Association; one nomination was solicited from the Deans of the Colleges of Education. The Idaho Association of Special Education Administrators, the Idaho School Superintendents Association, and the Deans of the Colleges of Education each provided one nomination. Resumes for each of the three open positions on the Professional Standards Commission are attached.

Idaho Association of Special Education Administrators:

Beth Davis, Post Falls School District #273 (re-nomination)

Public Higher Education (Deans of the Colleges of Education):

Deb Hedeon, Idaho State University (re-nomination)

Idaho School Superintendents Association:

Laural Nelson, Idaho Digital Learning Academy (nomination)

**ATTACHMENTS**

|  |         |
|--|---------|
| Attachment 1 – Letter of Interest and Resume for Beth Davis    | Page 3  |
| Attachment 2 – Resume for Deb Hedeon                           | Page 7  |
| Attachment 3 – Letter of Interest and Resume for Laural Nelson | Page 31 |

**BOARD ACTION**

A motion to approve Beth Davis as a member of the Professional Standards Commission for a term of three years, effective July 1, 2011 to June 30, 2014, representing the Idaho Association of Special Education Administrators.

Moved by \_\_\_\_\_ Seconded by \_\_\_\_\_ Carried Yes \_\_\_\_\_ No \_\_\_\_\_

A motion to approve Deb Hedeon as a member of the Professional Standards Commission for a term of three years, effective July 1, 2011 to June 30, 2014, representing public higher education.

Moved by \_\_\_\_\_ Seconded by \_\_\_\_\_ Carried Yes \_\_\_\_\_ No \_\_\_\_\_

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A motion to approve Laural Nelson as a member of the Professional Standards Commission for a term of three years, effective July 1, 2011 to June 30, 2014, representing the Idaho School Superintendents Association.

Moved by \_\_\_\_\_ Seconded by \_\_\_\_\_ Carried Yes \_\_\_\_\_ No \_\_\_\_\_

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March 11, 2011

TO: PSC Board

RE: Letter of Interest

To Whom It May Concern: I would like to submit my letter of interest and resume' for consideration for the vacancy on the Professional Standards Commission Board. I have been an educator and administrator for over 20 years. I hold several endorsements and degrees which provide with a wide variety of experiences and knowledge. Currently I am a special education co – director with JoAnn Curtis and a school psychologist in Post Falls. I believe I would be able to serve this committee in a professional manner. My children are grown and my commitments at this time, other than work, are minimal. I would welcome any questions that you may have regarding my application.

Thank you for your consideration.

Respectfully submitted,

Beth Davis

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**Beth Davis**

717 Dundee Drive  
Post Falls, ID  
208 659 6430  
[bdavis@sd273.com](mailto:bdavis@sd273.com)

**EDUCATIONAL EXPERIENCE**

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*Kamiah School District*

Kamiah, ID

- 1984 - 1987 Special Education Self Contained K-6 Sp Ed Classroom
- 1988 - 1994 Third Grade Classroom Teacher
- 1994 - 1996 Elementary Counselor K - 6
- 1996 - 1999 School Psychologist/Counselor K - 8
- 1999 - 2003 School Psychologist, Elementary Counselor, Special Education Director and Federal Programs Director

*Post Falls School District*

Post Falls, ID

- 2003 - 2007 School Psychologist
- 2007 - present School Psychologist, ½ Special Education Director Post Falls School District
- Member of 4 RTI school based teams and currently serve 3
- Serve on district wide RTI team
- 2005 - 2009 private contractor for I-DEA

**EDUCATION**

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1984 Bachelor of Science in Elementary Education LCSC Lewiston, ID  
1986 Endorsement for K - 12 Generalist in Special Education LCSC  
1994 Master's Degree in Counseling University of Idaho, Moscow, ID  
1996 Education Specialist School Psychologist University of Idaho  
1998 Administrative Degree in Special Education University of Idaho

**PROFESSIONAL MEMBERSHIPS**

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National Association of School Psychologists (NASP)  
Idaho Counselor Association (ICA)  
Past member of local, state and national teacher union  
Council for Exceptional Children (CEC)  
Idaho Association Special Education Administrators (IASEA)  
Board Member of Idaho Children's Trust Fund since 1999  
Past board member of Lewis County At Risk Task Force  
Past board member of Local Children's Mental Health Council



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**COMMUNITY ACTIVITIES**

Past member Kamiah Community Presbyterian Church (33 years)  
Past member of Community Bell Choir  
Past Director of the Valley Singers (20 years)  
Participated in fund raising: Library Board, Swim Team, Senior All Night Party (Kamiah)  
Past Chairman Kamiah After School Program Board  
Past Kamiah School Board Member Elected 1978 - 1983

**REFERENCES**

JoAnn Curtis, Special Services Director Post Falls School District #273  
Dr. Tom Trotter, retired University of Idaho professor  
Dr. Beverly Bengt, Regional Special Education Consultant

**INTERESTS, ACTIVITIES, AWARDS**

Music, gardening, boating, swimming, reading, traveling, cooking, being  
Family, furthering my education, neuropsychology, brain research, sewing,  
Birding, games, cards, meeting new people

2001 Governor's Brightest Star Award Finalist

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Deborah L. Hedeon  
Dean, College of Education  
Idaho State University  
Box 8059  
Pocatello, ID 83209

Email: [hededebo@isu.edu](mailto:hededebo@isu.edu)  
Phone: work 208/282-4143; home 208/237-8758

**EDUCATION**

|       |  |
|-------|--|
| Ph.D. | Syracuse University, 1994 (Special Education)                    |
| M.Ed. | Lesley College, 1985 (Special Education)                         |
| B.S.  | St. Cloud State University, 1984 (Special Education and Spanish) |

**CURRENT PROFESSIONAL EXPERIENCE**

Dean, College of Education, Idaho State University, 2006—present  
Associate Dean, College of Education, Idaho State University, 2005—2006  
Assistant Dean of Teacher Education, Idaho State University, 2002—2005  
Professor of Special Education, Idaho State University, 2004—present  
Associate Professor of Special Education, Idaho State University, 1998—2004  
Assistant Professor of Special Education, Idaho State University, 1993—1998

**LEADERSHIP DEVELOPMENT**

National Council for Accreditation of Teacher Education (NCATE) and the American Association of Colleges for Teacher Education (AACTE) sponsor *Accreditation, Accountability, and Quality* Conference, Arlington, VA.  
September 2007; 2006; 2005.

Association of Colleges for Teacher Education (AACTE), *New Dean's Institute - Academy for Leadership Development*, Minneapolis, MN. June 2005.

Institute For Charitable Giving, *Seize the Opportunity* Conference, San Antonio, TX.  
May 2005.

Harvard Summer Institute, *Management Development Program*, Cambridge, MA. June 2004.

**HONORS AND AWARDS**

|      |  |
|------|--|
| 2004 | Outstanding Public Service Award, Idaho State University             |
| 2004 | Most Influential Professor, College of Education                     |
| 1999 | Sabbatical Leave to Massey University, Palmerston North, New Zealand |

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1997 Outstanding Young Woman of America  
1997 Master Teacher Award, Idaho State University  
1996 Master Teacher Award, Idaho State University  
1996 Most Influential Professor, College of Education

**PAST POSITIONS**

Graduate Intern, School District No. 742, St. Cloud, MN, 1991—1993  
Graduate Assistant in Special Education, Syracuse University, NY, 1988—1991  
Special Educator, School District No. 742, St. Cloud, MN, 1987—1988  
Visiting Teacher, Blindeninstitutsstiftung, Munich, Germany, 1986—1987  
Special Educator, School District No. 742, St. Cloud, MN, 1985—1986  
Teacher Assistant, Perkins School for the Blind, Watertown, MA, 1984—1985

**DOCTORAL DISSERTATION**

Hedeem, D.L. (1994). *The interwoven relationship of teaching, learning, and supporting in inclusive classrooms*. Unpublished doctoral dissertation, Syracuse University, Syracuse, NY.

**TEACHING**

|           |                                 |
|-----------|---------------------------------|
| EDUC 102  | First Year Seminar              |
| SPED 270  | Field Work in Special Education |
| SPED 330  | The Exceptional Child           |
| SPED g425 | Diagnostic Procedures           |
| SPED g426 | Assessment: Severe Disabilities |
| SPED g429 | Strategies: Severe Disabilities |
| SPED g442 | Survey of Mental Retardation    |
| SPED g443 | Autism                          |
| SPED g446 | Secondary Special Education     |
| SPED g450 | Creating Inclusive Classrooms   |
| SPED 495  | Student Teaching                |
| SPED 638  | Practicum in Special Education  |
| SPED 662  | Consultation in Schools         |

**Previous Teaching Experience**

University Instructor, Syracuse University, Syracuse, NY. Graduate course: School-Based Program Design for Students with Disabilities (3 credits) 1990—1991.

University Instructor, Syracuse University, Syracuse, NY. Undergraduate course: Curriculum and Methods in Emotional Disturbance and Behavioral Disorders (3 credits) 1990—1991.

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University Co-Instructor, Syracuse University, Syracuse, NY. Undergraduate course:  
Perspectives on Mild and Moderate Disabilities (3 credits) 1990—1991.

University Instructor, St. Cloud State University, St. Cloud, MN. Graduate course:  
Communication and Consultation in Special Education (3 credits) 1989—1990.

University Co-Instructor, Syracuse University, Syracuse, NY. Undergraduate course:  
Perspectives on Mild and Moderate Disabilities (3 credits) 1989—1990.

Overload Course

Interdisciplinary Evaluation Team (IET), Speech Pathology course, 1995—2004.

Continuing Education Courses

Inclusive Strategies. OPDS Course (1 credit),  
Joint School District 251, spring 1998.

Inclusive Education. OPDS Course (1 credit),  
St. Maries School District 41, summer 1997.

Inclusion: Learning Disabilities. OPDS Course (1 credit),  
Pocatello School District 25, spring 1997.

Inclusive Elementary Classes. BERS Course (1 credit),  
Pocatello School District 25, fall 1996.  
Curricular Adaptations for an Inclusive General Education Classroom.  
BERS Course (1 credit), Pocatello School District 25, spring 1996.

Positive Behavioral Support for Challenging Students.  
BERS Course (1 credit), Idaho Falls School District 91, fall 1995.

Curricular Adaptations for Inclusive Classrooms.  
BERS Course (1 credit), Marsh Valley Joint School District 21, spring 1995.

Creating Inclusive Classrooms. BERS Course (1 credit),  
Marsh Valley Joint School District 21, spring 1994.

**SCHOLARSHIP**

Refereed Journal Articles

Hedeon, D. L., & Ayres, B. J. (2002). You want me to teach *him* to read? Fulfilling the  
intent of IDEA. *Journal of Disability Policy Studies*, 13(3), 180-189.

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Ayres, B. J., & Hedeon, D. L. (1998). Creating positive behavior support plans for students with significant behavioral challenges. *Rural Special Education Quarterly*, 17(3/4), 27-53.

Ayres, B. J., & Hedeon, D. L. (1996). Been there, done that, didn't work: Alternative solutions for behavior problems. *Educational Leadership*, 53(5), 48-50.

**Solicited Book Chapters**

Hedeon, D.L., & Ayres, B.J. (2007). Creating positive behavior supports. In M.F. Giangreco & M. B. Doyle (Eds.), *Quick-guides to inclusion: Ideas for educating students with disabilities (2<sup>nd</sup> ed)* (pp. 107-120). Baltimore, MD: Paul H. Brookes.

Ayres, B. J., & Hedeon, D. L. (2003). Creating positive behavior support plans for students with significant behavioral challenges. In M. S. E. Fishbaugh, G. Schroth & T. R. Berkeley (Eds.), *Ensuring safe school environments: Exploring issues—Seeking solutions* (pp. 89-105). Mahwah, NJ: Lawrence Erlbaum Associates.

Hedeon, D. L., Ayres, B. J., & Tate, A. (2001). Charlotte's story: Getting better, happy day, problems again! In M. Grenot-Scheyer, M. Fisher & D. Staub (Eds.), *At the end of the day: Lessons learned in inclusive education* (pp. 47-72). Baltimore, MD: Paul. H. Brookes.

Ayres, B. J., & Hedeon, D. L. (1997). Creating positive behavioral supports. In M. Giangreco (Ed.), *Quick-guides to inclusion: Ideas for educating students with disabilities* (pp. 113-137). Baltimore, MD: Paul H. Brookes.

Hedeon, D. L., Ayres, B. J., Meyer, L. H., & Waite, J. (1996). Quality inclusive schooling for students with severe behavioral challenges. In D. H. Lehr & F. Brown (Eds.), *People with disabilities who challenge the system* (pp. 127-171). Baltimore, MD: Paul H. Brookes.

**Monographs**

Twiss, D., Watson, M., Hedeon, D. L., & Ryba, K. (2000). *Executive summary: Autism spectrum disorder reference group*. New Zealand: Ministry of Education.

Ryba, K., Hedeon, D. L., Twiss, D., & Watson, M. (1999). *Family survey and interview: Effective provision and resourcing for students with autism spectrum disorder*. New Zealand: Ministry of Education.

Twiss, D., Watson, M., Hedeon, D., & Ryba, K. (1999). *The Imagine Programme (Perth, Australia) report: Effective provision and resourcing for students with autism spectrum disorder*. New Zealand: Ministry of Education.

Twiss, D., Watson, M., Ryba, K., & Hedeon, D. L. (1999). *Literature review: Effective provision and resourcing for students with autism spectrum disorder*. New Zealand: Ministry of Education.

**Conference Proceedings**

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Hedeen, D. L., & Tate, A. (2001, July). *Behavioral strategies for inclusive classrooms*. National Autism Society of America Conference, San Diego, CA.

Commercially Published K-12 Instructional Materials

Inclusion Reviewer, Scott Foresman-Addison Wesley, Teacher's Edition Math Program K-2. 1998.

Review Manuscripts

Guest Reviewer, manuscript for the Journal of the Association for Persons With Severe Handicaps (JASH). August 1999.

State, National and International Featured Presentations

Hedeen, D.L. (2007, August). *Preparing for your NCATE visit*. University of Alaska – Fairbanks, College of Education, Fairbanks, Alaska.

Hedeen, D.L. (2005, April). *Supporting individuals who have challenging behaviors*. Idaho Association of Developmental Disabilities Agencies State Conference, Boise, ID.

Hedeen, D.L., & Southern, T. (2004, March). *You think I have challenging behaviors, but let me teach you what I can do!* Idaho Parents Unlimited (IPUL) State Conference, Boise, ID.

Hedeen, D. L., & Ayres, B. J. (2002, July). *Proactive curricular and behavioral strategies for the diverse classroom*. Keynote speaker at the Summer Institute on Inclusion, Lesley University, Cambridge, MA.

Hedeen, D. L., & Ayres, B. J. (2002, February). *If you want to help me, get to know ME!: Successful strategies for creating positive behavioral supports*. Keynote speaker at the University of Wisconsin, Oshkosh Conference, Oshkosh, WI.

Hedeen, D. L., & Ayres, B. J. (2002, February). *The connections that link us together: The importance of family, friends, school and work*. Keynote speaker at the University of Wisconsin, Oshkosh Conference, Oshkosh, WI.

Hedeen, D. L. (2001, October). *A down under approach to education*. Keynote speaker at the Idaho Parents Unlimited (IPUL) State Conference, Boise, ID.

Hedeen, D. L. (2001, July). *How do I prevent, teach, and respond to behavior at the same time?* Keynote speaker at the Summer Institute on Inclusion, Lesley University (name change from Lesley College to Lesley University), Cambridge, MA.

Hedeen, D. L. (2001, June). *Lee's determination to be included!* Keynote address at the Queensland Association of Special Education Conference, Brisbane, Australia.

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Hedeen, D. L. (2001, March). *Including diverse learners in literacy and social skill lessons in the general education classroom*. Featured speaker at the Montana State Council for Exceptional Children (CEC) Conference, Missoula, MT.

Hedeen, D. L. (2000, July). *The ups and downs of supporting a student with autism in her neighborhood school*. Keynote speaker at the Summer Institute on Inclusion, Lesley College, Cambridge, MA.

Hedeen, D. L. (1999, March). *Creating successful learning experiences for students with autism and severe disabilities*. Featured speaker at the Montana State CEC Conference, Missoula, MT.

Hedeen, D. L. (1997, July). *Practical solutions to complicated problems*. Keynote speaker at the Summer Institute on Inclusion, Lesley College, Cambridge, MA.

Hedeen, D. L. (1996, October). *Inclusive education*. Presentation to the Education of Students with Disabilities Interim Committee of the Idaho Legislature, Idaho State University (ISU), Pocatello, ID.

Hedeen, D. L. (1996, July). *Curriculum connections: Making sense of it all*. Keynote speaker at the Summer Institute on Inclusion, Lesley College, Cambridge, MA.

Hedeen, D. L. (1995, August). *Inclusive education*. Featured speaker at the Summer Leadership Institute, University of Northern Iowa, Cedar Falls, IA.

Hedeen, D. L. (1994, September). *Kids are better together*. Featured speaker at the Idaho Inclusion Conference, ISU, Pocatello, ID.

**International Refereed Conference Presentations**

Hedeen, D.L. (2005, July). *Supporting students with challenging behaviors using positive behavior support plans*. International Association of Special Education Conference, Halifax, Nova Scotia.

Budzisz, M., Johns, B., McCaw, A., Hedeen, D., Tang, J., Chiang, C., & Banks, Y.R. (2005, July). *What do I do to help? Practical advice for dealing with students with behavioral challenges*. International Association of Special Education Conference, Halifax, Nova Scotia.

Hedeen, D. L. (1999, July). *Autism: Barrier-free learning*. International Association of Special Education Conference, Sydney, Australia.

**National Refereed Conference Presentations**

AACTE—American Association of Colleges for Teacher Education  
CEC—Council for Exceptional Children  
TASH—The Association for Persons with Severe Handicaps



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- Hedeen, D.L., & Newsome, J.A. (2007, February). *Discovering our conceptual framework: Living our vision and mission*. AACTE National Conference, New York City, NY.
- Hedeen, D.L., & Newsome, J.A. (2006, February). *A college's process in reviewing and revising its conceptual framework to guide the future direction of teacher preparation*. AACTE National Conference, San Diego, CA.
- Hedeen, D.L., & Meyerhoeffer, T. (2005, October). *A collaborative effort to increase elementary educators and special educators in rural areas of Idaho*. American Association of Colleges for Teacher Education and National Association of Community College Teacher Education Programs Web Conference.
- Hedeen, D.L. (2004, November). *Teaching students social skills using Comic Strip Conversations*. TASH National Conference, Reno, NV.
- Hedeen, D.L., & Southern, T. (2004, April). *Positive behavioral support for an elementary student with challenging behaviors*. CEC National Conference, New Orleans, LA.
- Hedeen, D. L., & Southern, T. (2003, December). *Supporting a student with challenging behaviors in his elementary school*. TASH National Conference, Chicago, IL.
- Hedeen, D.L., & Southern, T. (2003, December). *The Transition from Elementary School to Middle School*. TASH National Conference, Chicago, IL.
- Hedeen, D. L., & Southern, T. (2003, March). *Supporting students with challenging behaviors in inclusive elementary classrooms*. International Conference on Positive Behavior Support, Orlando, FL.
- Hedeen, D. L., & Ayres, B. J. (2002, December). *Creating opportunities through positive behavioral supports*. All day Saturday Institute at the TASH National Conference, Boston, MA.
- Hedeen, D. L. (2002, April). *A school approach to teaching social skills*. CEC National Conference, New York City, NY.
- Hedeen, D. L., Ayres, B. J., & DeLuke, S. (2001, November). *Creating successful experiences for all students through positive behavioral supports*. Pre-Conference all day workshop at the TASH National Conference, Anaheim, CA.
- Hedeen, D. L., & Ayres, B. J. (2000, December). *Lee's determination to be included in Grades 4-12*. TASH National Conference, Miami Beach, FL.
- Hedeen, D. L. (1999, April). *Autism: Strategies for inclusive classrooms*. CEC National Conference, Charlotte, NC.
- Hedeen, D. L., & Ayres, B. J. (1998, December). *Supporting students with challenging behaviors in inclusive classrooms*. TASH National Conference, Seattle, WA.

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- Hedeen, D. L., & Ayres, B. J. (1997, December). *Walking the talk—Examining our teaching practices in university classrooms*. TASH National Conference, Boston, MA.
- Hedeen, D. L., & Ayres, B. J. (1997, April). *Curricular adaptations for inclusive classrooms*. CEC National Conference, Salt Lake City, UT.
- Hedeen, D. L., Ayres, B. J., & Meyer, L.H. (1996, November). *A collaborative approach to creating positive supports*. TASH National Conference, New Orleans, LA.
- Hedeen, D. L., & Ayres, B. J. (1996, April). *Implementing most promising practices in college classrooms*. CEC National Conference, Orlando, FL.
- Hedeen, D. L., & Ayres, B. J. (1996, April). *Positive behavioral supports in inclusive classrooms*. CEC National Conference, Orlando, FL.
- Hedeen, D. L. (1995, December). *Dare to discover: Challenging behaviors, facilitated communication, inclusive classrooms*. TASH National Conference, San Francisco, CA.
- Hedeen, D. L., Peck, C., Salisbury, C., Giangreco, M., Logan, K., & Snell, M. (1995, December). *Future research on inclusion: Linking pictures with numbers*. TASH National Conference, San Francisco, CA.
- Hedeen, D. L., & Ayres, B. J. (1994, December). *Working with teachers for change*. TASH National Conference, Atlanta, GA.
- Hedeen, D. L., & Ayres, B. J. (1993, November). *Positive approaches for helping students in inclusive classrooms*. TASH National Conference, Chicago, IL.
- Hedeen, D. L. (1992, November). *The Interwoven relationship of teaching, learning, and supporting in inclusive classrooms*. TASH National Conference, San Francisco, CA.
- Hedeen, D. L., & Ayres, B. J. (1991, November). *Cooperative learning: Changing the college classroom experience*. TASH National Conference, Washington, DC.
- Hedeen, D. L., Duncan, J., Johnson, C., & Kraus, L. (1991, November). *Including students with severe disabilities in regular classrooms using cooperative learning*. TASH National Conference, Washington, DC.
- Hedeen, D. L., & Duncan, J. (1990, December). *Connecting students in the high school*. TASH National Conference, Chicago, IL.

Idaho State Conference Presentations

CEC—Council for Exceptional Children  
IPUL— Idaho Parents Unlimited  
ISBA — Idaho School Board Association

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- Hedeen, D., Hill, J., & Rowland, P. (2007, November). *Idaho College of Educations' update*. ISBA State Conference, Couer d' Alene, ID.
- Boothe, D., Hedeen, D., & Rowland, P. (2006, November). *Idaho College of Educations' update*. ISBA State Conference, Boise, ID.
- Hedeen, D.L. (2004, April). *Positive behaviorial supports*. Idaho Association of Developmental Disabilities Agencies State Conference. Boise, ID.
- Hedeen, D.L., Stronks, C., & Stronks, G. (2004, March). *My transition from elementary school to middle school*. IPUL State Conference, Boise, ID.
- Hedeen, D. L., Stronks, C., & Stronks, G. (2003, October). *My transition from elementary school to middle school*. CEC State Conference, Sun Valley, ID.
- Hedeen, D. L. (2002, October). *Adaptations for successful participation*. IPUL State Conference, Boise, ID.
- Hedeen, D. L. (2002, October). *Teaching students to use comic strip conversations*. CEC State Conference, Sun Valley, ID.
- Hedeen, D. L. (2001, October). *Family life: Siblings and their differences*. IPUL State Conference, Boise, ID.
- Hedeen, D. L. (2001, October). *Positive behavioral supports in the home and community*. Community Partnerships of Idaho State Conference, Boise, ID.
- Hedeen, D. L. (2001, October). *Stories, strategies, and supports*. CEC State Conference, Sun Valley, ID.
- Hedeen, D. L. (2000, October). *Teaching social skills*. CEC State Conference, Sun Valley, ID.
- Hedeen, D. L., & Tate, A. (1998, October). *Autism: Seeing the future*. CEC State Conference, Sun Valley, ID.
- Hedeen, D. L. (1997, October). *Autism: Teaching strategies*. CEC State Conference, Sun Valley, ID.
- Hedeen, D. L. (1997, October). *Powerful techniques can lead to successful elementary and secondary inclusion*. IPUL State Conference, Boise, ID.
- Hedeen, D. L. (1997, January). *Secondary inclusive practices*. Idaho Association of Secondary Principals and Special Education Administrators Annual Meeting, Boise, ID.
- Hedeen, D. L. (1997, January). *Secondary transition*. Idaho Association of Secondary Principals and Special Education Administrators Annual Meeting, Boise, ID.

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- Hedeen, D. L. (1996, October). *Dealing with diversity in the classroom*. Idaho Association of Elementary School Principals and Special Education Administrators Annual Meeting, Sun Valley, ID.
- Hedeen, D. L. (1996, October). *Moving on: Grade to grade, school to school*. IPUL State Conference, Boise, ID.
- Hedeen, D. L., & Bush, N. (1996, October). *Teaming for successful transition*. CEC State Conference, Sun Valley, ID.
- Hedeen, D. L. (1995, October). *Art of belonging*. IPUL State Conference, Boise, ID.
- Hedeen, D. L. (1995, October). *Curricular adaptations for inclusive classrooms*. CEC State Conference, Sun Valley, ID.
- Hedeen, D. L. (1995, October). *Including teenagers*. IPUL State Conference, Boise, ID.
- Hedeen, D. L. (1994, October). *Positive approaches for inclusive classrooms*. CEC State Conference, Boise, ID.
- Hedeen, D. L. (1993, October). *I wanted Ben to be a natural part of our day: Learning in inclusive classrooms*. CEC State Conference, Sun Valley, ID.

**Grants**

- Honoraria to implement assistive technology in a college course. Dean's Scholarship Grant, December 2001. Amount: \$1,800.00.
- Professional Travel to present at the National CEC Conference, New York City, NY, April 2002. Dean's Scholarship Grant, December 2001. Amount: \$1,779.00.
- Professional Travel to present at the National Autism Society of America Conference, San Diego, CA, July 2001. Dean's Scholarship Grant, December 2000. Amount: \$1,341.00.

**Works in Progress**

- Southern, T.A., & Hedeen, D.L. (in progress) *Using positive behavior support plans for students with challenging behaviors*.
- Hedeen, D.L. (in progress). *Defining one's self-determination*.
- Hedeen, D.L. (in progress). *Proactively teaching social skills to decrease behavior issues in the school*.

**SERVICE**

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Leadership at State Level

IPUL (Idaho Parents Unlimited) Board of Directors, 2001—2004.

Vice President, January 2004.

IDAHO SEAP (State Special Education Advisory Panel), 1996—1999.

President of Idaho CEC (Council for Exceptional Children), 1997—1998.

President-Elect of Idaho CEC, 1996—1997.

Vice President of Idaho CEC, 1995—1996.

Idaho CSPD (Comprehensive System of Personnel Development), 1994—1995.

Idaho State University Leadership and Committee Work

University

DEEP Program student exchange with Savannah State University.

Savannah State Students visited ISU in February 2003

ISU students visited Savannah State in November 2002

Curriculum Council Executive Committee, spring 2002.

Curriculum Council, COE Representative, spring 2001—spring 2002.

First Year Seminar Advisory Committee, spring 1998—spring 1999.

Faculty Senate, 1995—1998.

Professional Policies Council, 1994—1997; chair, 1995—1997.

Library Budget Allocation Committee, 1994—1995.

College

NCATE, co-coordinator, fall 2005—fall 2006.

Core Curriculum Committee, co-chair, fall 2003—spring 2006.

College Restructuring Committee, fall 2001.

Tenure and Promotion Committee, fall 2000—2001.

Physical Education and Dance Search Committee, spring 2001.

EDUC 402 Course Development Committee, chair, 1998—1999; spring and fall 2001.

Dean's Faculty Scholarships, chair, fall 2000.

Director of Field Experience Search Committee, chair, 1998—1999.

Field Experience Committee, 1998—1999.

Faculty Promotion Committee, chair, fall 1998

Portfolio Development Committee/Taskforce, fall 1998.

Diversity Task Force, 1997—1998.

Teacher Education Core Course Development, co-facilitator, 1997—1998.

Dean's Search Committee, spring 1997.

Dean's Advisory Council, 1995—1996.

Field Experience Committee, 1995—1996.

Teacher Education Committee, 1995—1996.

Framework Committee, fall 1995.

Educational Leadership, 1994—1996.

Department/Division

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Regional Special Education Consultant Search Committee, spring 2003.  
Special Education Search Committee, fall 2002; chair, spring 2003.  
Family and Consumer Sciences Search Committee, 2000—2001.  
Instructional Technology Search Committee, spring and fall 1998.  
Special Education Faculty Search Committee, spring 1998.  
Special Education Faculty Search Committee, summer 1997.

Advisor for Student Organization

CEC Student Organization, advisor, fall 2000—fall 2004.  
CEC Student Organization, active faculty member, fall 1993—spring 1999.

Program Coordinator

Saturday School Program, College of Education, 1995—spring 2005.

Current Professional & Academic Association Memberships

Positive Behavioral Support (PBS)  
Council for Exceptional Children (CEC)  
The Association for Persons with Severe Handicaps (TASH)  
Association for Supervision and Curriculum Development (ASCD)  
Autism Society of America (ASA)  
Kappa Delta Pi (KDP)

Solicited Presentations—State, National, and International

*Designing inclusive strategies.* A presentation made to EDUC 402 Adaptations for Diversity students during their workshop days. This presentation has been given each semester (total of 15 times). Idaho State University, Pocatello, ID. Fall 2000—to present.

Hedeen, D.L. (2005, fall). *Autism*. Five workshops (two hours each) to train staff at the Children's Center - Disability Agency, Pocatello, ID.

Hedeen, D.L. (2005, summer). *Visual strategies*. Three workshops (two hours each) to train staff at the Children's Center – Disability Agency, Pocatello, ID.

Hedeen, D.L. (2005, March). *Understanding autism*. A three hour presentation at the Development Workshops, Inc Annual Conference, Idaho Falls, ID.

Hedeen, D.L. (2004, October). *Supporting students with challenging behaviors*. A four hour presentation at the Residential Rehabilitation Conference, Idaho Falls, ID.

Hedeen, D.L. (2004, October). *Positive Behavior Support for students with challenging behaviors*. All day workshop presented to START agency staff, Spokane, WA.

Hedeen, D.L. (2004, September). *Supporting families of children who have challenging behaviors*. A four hour workshop for START Agency parents, Boise, ID.

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- Hedeen, D.L. (2004, August). *Strategies for supporting students with challenging behaviors*. All day workshop for START Agency staff, Boise, ID.
- Hedeen, D.L., & Southern, T. (2004, January). *Creating Visual Strategies for students*. Workshop presented to special educators and paraeducators in School District #25. Pocatello, ID.
- Hedeen, D.L., & Southern, T. (2003, November). *Supporting students with challenging behaviors in the middle school*. Presentation to staff at a middle school in School District #25, Pocatello, ID.
- Hedeen, D.L. (2003, October). *Supporting individuals with challenging behaviors*. A four hour presentation at the Residential Rehabilitation Conference, Idaho Fall, ID.
- Hedeen, D. L., & Ayres, B. J. (2002, March). *Supporting students with challenging behaviors*. Two-day workshop presented to administrators, teachers, and parents, Pocatello, ID.
- Hedeen, D. L. (2001, June). *Creating positive behavioral supports for learning*. Presentation to educators and administrators at the Queensland Association of Special Education Conference, Brisbane, Australia.
- Hedeen, D. L. (2001, June). *Helping children during difficult times*. Presentation to parents and teacher aides at the Queensland Association of Special Education Conference, Brisbane, Australia.
- Hedeen, D. L. (2001, June). *How can I be positive when my child is so challenging*. Presentation to parents, Tasmania, Australia.
- Hedeen, D. L. (2001, June). *How do I help my child with challenging behaviors*. Presentation to parents, Hawkes Bay, New Zealand.
- Hedeen, D. L. (2001, June). *Making a difference for individuals with disabilities*. One day workshop for educators, teacher aides, and administrators, Hawkes Bay, New Zealand.
- Hedeen, D. L. (2001, June). *Student success through positive behavioral supports*. One day workshop for educators, administrators, and parents. University of Tasmania, Tasmania, Australia.
- Hedeen, D. L. (2001, June). *Successful strategies for difficult behaviors*. Presentation to elementary teacher aides, Palmerston North, New Zealand.
- Hedeen, D. L. (2001, June). *Teaching social skills to young children*. Presentation to preschool and elementary educators, Palmerston North, New Zealand.
- Hedeen, D. L., & Davern, L. (2001, June). *Inclusive strategies for diverse learners*. One day workshop for educators and parents, Palmerston North, New Zealand.

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- Hedeen, D. L., & Davern, L. (2001, June). *Teaching methods for the diverse classroom*. One day workshop for educators, administrators, and parents, Palmerston North, New Zealand.
- Hedeen, D. L., & Ayres, B. J. (2001, May). *Positive behavioral support strategies for the diverse classroom*. Presentation to educators, administrators, and parents, Auckland, New Zealand.
- Hedeen, D. L., & Davern, L. (2001, May). *Collaborative skills for the diverse classroom*. Presentation to educators, administrators, and parents, Auckland, New Zealand.
- Hedeen, D. L. (2001, April). *My first college class experience*. Presentation to high school students attending Future Educators Day at ISU, Pocatello, ID.
- Hedeen, D. L. (2001, April). *Visual strategies to enhance communication and positive behaviors*. Presentation at the Idaho Speech, Language, and Hearing Association Conference (ISLHA), Boise, ID.
- Hedeen, D. L. (2001, March). *Lee's determination to be included in Grades 4-12*. Presentation at the Montana CEC Conference, Missoula, MT.
- Hedeen, D. L. (2001, March). *Positive behavioral support strategies*. One day workshop for educators in Bonneville Joint School District 93, ID.
- Hedeen, D. L. (2001, February). *Including students: Positive behavioral supports and curricular adaptations*. One day workshop for administrators, educators, and parents, Pocatello School District 25, Pocatello, ID.
- Hedeen, D. L. (2000, November). *Successful participation through behavioral and curricular strategies*. One day workshop for administrators, educators, and parents, Boise, ID.
- Hedeen, D. L. (2000, August). *Using COACH as an effective IEP planning tool*. Presentation to Autism Society of America, Treasure Valley Chapter, Boise, ID.
- Hedeen, D. L. (2000, June). *Successful strategies for inclusive classrooms*. One day workshop for administrators, educators, and parents, Brisbane, Australia.
- Hedeen, D. L. (2000, June). *Teaching social skills to all students*. Presentation to Massey University College of Education faculty, Palmerston North, New Zealand.
- Hedeen, D. L. (2000, May). *Friendly classroom, friendly school*. Presentation to elementary staff, Palmerston North, New Zealand.
- Hedeen, D. L. (2000, May). *Successful learning and behavior for the classroom*. One day workshop for educators servicing young children, Napier, New Zealand.
- Hedeen, D. L. (2000, May). *Supporting students through positive interventions*. Presentation to RTLBs (Resource Teachers: Learning and Behavior), Palmerston North, New Zealand.



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- Hedeen, D. L. (2000, May). *Teaching skills and responding in supportive ways*. Presentation to staff supporting students with significant needs, Wellington, New Zealand.
- Hedeen, D. L., & Ayres, B. J. (2000, May). *Positive behavioral support and inclusive education*. One day workshop to administrators, educators, and university students at Auckland College of Education, New Zealand.
- Hedeen, D. L., & Ayres, B. J. (2000, May). *Strategies for students with disabilities*. One day workshop to administrators, educators, and parents, Palmerston North, New Zealand. (with)
- Hedeen, D. L. (2000, April). *Adapting the language arts curriculum*. Presentation to Massey University elementary undergraduate students, Napier, New Zealand.
- Hedeen, D. L. (2000, April). *Positive behavioral supports*. Presentation to Massey University special education graduate students, Palmerston North, New Zealand.
- Hedeen, D. L. (2000, April). *Practical strategies for home and school*. Presentation to the Autism Association Parent Group, Palmerston North, New Zealand.
- Hedeen, D. L. (2000, April). *Supporting students with disabilities in inclusive classrooms*. Presentation to Massey University undergraduate special education students, Palmerston North, New Zealand.
- Hedeen, D. L. (2000, March). *Adapting the curriculum*. Presentation to elementary teacher aides, Palmerston North, New Zealand.
- Hedeen, D. L. (2000, March). *Adapting the curriculum*. Presentation to Massey University special education graduate students, Auckland, New Zealand.
- Hedeen, D. L. (2000, March). *Positive strategies for inclusive classrooms*. Presentation to administrators and educators involved in Special Education 2000 Research Grant, Auckland, New Zealand.
- Hedeen, D. L. (2000, March). *Positive strategies for inclusive classrooms*. Presentation to administrators and educators involved in Special Education 2000 Research Grant, Christchurch, New Zealand.
- Hedeen, D. L. (2000, March). *Positive strategies for inclusive classrooms*. Presentation to administrators and educators involved in Special Education 2000 Research Grant, Palmerston North, New Zealand.
- Hedeen, D. L. (2000, March). *Supervision techniques*. Presentation to Massey University graduate students in school psychology, Auckland, New Zealand.
- Hedeen, D. L. (2000, February). *Collaborative school consultation*. Presentation to Specialist Education Services (SES), Wanganui, New Zealand.

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- Hedeen, D. L. (2000, February). *Creating friendly and supportive classrooms*. One day workshop for elementary school staff, Palmerston North, New Zealand.
- Hedeen, D. L. (2000, February). *Positive strategies for inclusive classrooms*. Presentation to administrators and educators involved in Special Education 2000 Research Grant, Gisborne, New Zealand.
- Hedeen, D. L. (2000, February). *Strategies for student success*. Presentation to RTLBs (Resource Teachers: Learning and Behavior), Palmerston North, New Zealand.
- Hedeen, D. L. (2000, February). *Teaching our children social skills*. Presentation at an elementary parent night, Palmerston North, New Zealand.
- Hedeen, D. L. (2000, February). *Visual strategies to enhance social skills*. Presentation to elementary staff, Palmerston North, New Zealand.
- Hedeen, D. L. (2000, January). *Enhancing communication and participation for students with severe disabilities*. Presentation for elementary school staff, Palmerston North, New Zealand.
- Hedeen, D. L. (2000, January). *Secondary inclusive strategies*. One day workshop for staff supporting students with disabilities, Palmerston North, New Zealand.
- Hedeen, D. L. (2000, January). *We want friendly kids, friendly classrooms!* One day workshop for elementary school staff, Palmerston North, New Zealand.
- Hedeen, D. L., & Carroll-Lind, J. (2000, January). *Inclusive classroom strategies*. Presentation to elementary school staff, Linton, New Zealand.
- Hedeen, D. L. (1999, December). *Visual strategies to enhance participation*. Presentation to educators and teacher aides, Palmerston North, New Zealand.
- Hedeen, D. L. (1999, November). *Secondary strategies for positive inclusion*. Presentation to educators and teacher aides, Palmerston North, New Zealand.
- Hedeen, D. L. (1999, November). *Will today ever end? Strategies for students with disabilities*. One day workshop for educators, parents, and administrators, Palmerston North, New Zealand.
- Hedeen, D. L. (1999, October). *Assisting students to initiate communication*. Presentation to teacher aides, Palmerston North, New Zealand.
- Hedeen, D. L. (1999, September). *Positive support for including students with disabilities*. Presentation to educators, parents, and teacher aides, Palmerston North, New Zealand.
- Hedeen, D. L. (1999, May). *Positive behavioral support can work!* One day workshop to educators, parents, and administrators, Bozeman, MT.
- Hedeen, D. L. (1999, May). *Supporting Students with disabilities in inclusive classroom*. One day workshop to educators, parents, and administrators, Billings, MT.

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- Hedeen, D. L. (1999, April). *Communication is the KEY*. Presentation to Blackfoot School District 55 staff, Blackfoot, ID.
- Hedeen, D. L. (1999, March). *All kids are capable*. One day workshop presented to Southwest Region Educators, Boise, ID.
- Hedeen, D. L. (1999, March). *Successful learning = Successful behaviors*. One day workshop presented to Northwest Region educators, McCall, ID.
- Hedeen, D. L. (1999, February). *Autism: Tomorrow's a new day (Part III)*. One day workshop presented to Southwest Region Educators, Boise, ID.
- Hedeen, D. L. (1999, February). *Autism: Tomorrow's a new day (Part III)*. One day workshop presented to Southeast Region Educators, Pocatello, ID.
- Hedeen, D. L. (1999, February). *Communicating throughout the day*. Presentation to educators in Idaho Falls School District 91, ID.
- Hedeen, D. L. (1999, January). *Positive behavioral support at home*. Presentation at the Southeast Regional Conference at ISU, Pocatello, ID.
- Hedeen, D. L. (1999, January). *Positive behavioral support at school*. Presentation at the Southeast Regional Conference at ISU, Pocatello, ID.
- Hedeen, D. L. (1998). *All kids are capable*. One day severe disabilities workshop presented to Southeast Region Educators, Pocatello, ID.
- Hedeen, D. L. (1998, November). *Autism: Tomorrow's a new day (Part III)*. One day workshop presented to Southeast Region Educators, Pocatello, ID.
- Hedeen, D. L. (1998, October). *How do I make them speak?: Encouraging student participation in class*. Presentation to ISU First Year Seminar staff and faculty, Pocatello, ID.
- Hedeen, D. L. (1998, October). *Why not all kids?* Presentation to ISU student teachers, Pocatello, ID.
- Hedeen, D. L. (1998, September). *Autism: Perception is everything (Part II)*. One day workshop presented to Southwest Region Educators, Boise, ID.
- Hedeen, D. L. (1998 September). *Supporting students with autism*. Half day workshop presented to Shoshone Bannock Headstart teachers, Fort Hall, ID.
- Hedeen, D. L. (1998, April). *Autism: Perception is everything (Part II)*. One day workshop presented to Southeast Region Educators, Pocatello, ID.
- Hedeen, D. L. (1998, March). *Autism: Take a walk in my shoes (Part I)*. One day workshop presented to Southwest Region Educators, Boise, ID.

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- Hedeen, D. L. (1998, February). *Autism: Perception is everything (Part II)*. One day workshop presented to Southeast Region Educators, Pocatello, ID.
- Hedeen, D. L. (1997, September). *Adapting the curriculum*. Presentation to educators in Pocatello School District 25, ID.
- Hedeen, D. L. (1997, September). *Autism: Take a walk in my shoes (Part I)*. One day workshop presented to Southeast Region Educators, Pocatello, ID.
- Hedeen, D. L. (1997, August). *Curricular adaptations for inclusive environments*. Presentation to principals in Pocatello School District 25, ID.
- Hedeen, D. L. (1997, April). *How can Johnny be in that class?* Presentation to parents and educators, All Children Belong Project, Boise, ID.
- Hedeen, D. L. (1997, March). *How can Johnny be in that class?* Presentation to parents and educators, All Children Belong Project, Idaho Falls, ID.
- Hedeen, D. L. (1997, February). *Autism: Take a walk in my shoes*. One day workshop presented to Southeast Region Educators, Pocatello, ID.
- Hedeen, D. L. (1997, February). *How can Johnny be in that class?* Presentation to parents and educators, All Children Belong Project, Pocatello, ID.
- Hedeen, D. L. (1996, October). *Restructuring schools for inclusion*. Presentation to school staff, Caldwell School District 132, ID.
- Hedeen, D. L. (1996, April). *How to include all kids*. Presentation to SNEA Chapter at ISU, Pocatello, ID.
- Hedeen, D. L. (1996, March). *Kids learning together*. Inservice presentation to school staff, Preston Joint School District 201, ID.
- Hedeen, D. L. (1995, November). *Including all children in early childhood settings*. Panel presenter for Pocatello Association for the Education of Young Children (PAEYC), Pocatello, ID.
- Hedeen, D. L. (1995, February). *Inclusive classrooms*. Inservice presentation to School Staff, Moscow School District 281, ID.
- Hedeen, D. L. (1995, February). *Inclusive classrooms*. Inservice presentation to School Staff, Soda Springs Joint School District 150, ID.
- Hedeen, D. L. (1994, November). *Inclusion: The difficulties and benefits of inclusion for students, teachers, and special needs individuals in the public school classroom*. Featured Speaker at IEA/SNEA Symposium, ISU, Pocatello, ID.
- Hedeen, D. L. (1994, October). *Autism*. Presentation to parent group at local elementary school, Pocatello School District 25, ID.

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Hedeen, D. L. (1994, September). *More about inclusion*. Presentation to SNEA Chapter at ISU, Pocatello, ID.

Hedeen, D. L. (1994, August). *Workshop for inclusion intervention team members*. Two day workshop for Southeast Region Educators at ISU, Pocatello, ID.

Hedeen, D. L. (1994, May). *Positive approaches to challenging behaviors*. Presentation to cottage staff at the St. Cloud Children's Home, MN.

Hedeen, D. L. (1994, April). *Designing inclusive classrooms*. Presentation to graduate students at Eastern Montana College, Billings, MT.

Hedeen, D. L. (1994, March). *Including kids*. All day workshop for school staff on positive approaches to challenging behaviors, curricular adaptations, and strategies for working with students who have severe disabilities in general education classes, Idaho Falls School Districts 91 and Bonneville Joint School District 93, Idaho Falls, ID.

Hedeen, D. L. (1994, March). *Inclusive classrooms*. Four one-hour presentations. Upper Snake River Valley Educators Conference, Rigby, ID.

Hedeen, D. L. (1994, January). *How to include students with disabilities*. All day inservice for educators and administrators. The focus was on inclusive education and practical strategies to use when including students with disabilities in general education classrooms, Shelley School District 60, ID.

Hedeen, D. L. (1993, November). *The move toward inclusive education: What does an inclusive classroom look like?* Presentation to Region III Special Education Directors, Pocatello, ID.

Hedeen, D. L. (1993, May). *Facilitated communication in the high school: Peers, pressure, and positive ideas*. Second Annual Facilitated Communication Conference, Syracuse, NY.

#### Community Partnerships

Pocatello School District #25 Special Education Self-Evaluation Team, November 2003—2004.

Monthly meetings with special educators to improve the quality of services for students with severe disabilities. Pocatello School District 25. January 2001— May 2004.

Developed a university course for high school students with disabilities from Pocatello School District 25. The class met weekly with undergraduate and graduate students in the special education program. College of Education, ISU. Fall 2001—spring 2002.

#### Professional-Related Consulting

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- Consultation services to a disability agency to assist with a young woman who had challenging behaviors. (2 visits). Idaho Falls, ID. August 2005.
- Consultation services to an elementary school to assist with a boy who has autism and presented some challenging behaviors. (6 visits). Pocatello School District 25, ID. Spring 2005.
- Consultation services to two elementary schools to assist with two boys who have autism and presented some challenging behaviors. In addition, each boy transitioned to a middle school and initial preparation was started during spring 2003 (5 visits to each school). Pocatello School District 25, ID. September 2002—2004.
- Consultation services to an elementary school for a student with challenging behaviors. Provided behavioral intervention techniques. Twin Falls School District 411, ID. February 2004.
- Consultation services to a middle school for a student with autism. Provided daily planning strategies, positive behavioral support, and visual strategies. Wendell School District 232, ID. January and February 2004.
- Consultation services to an elementary school for a student with autism. Provided educational curricular adaptations and behavior intervention techniques. Twin Falls School District 411, ID. October 2003.
- Consultation services to a high school for a young man with Asperger's Syndrome. Provided educational strategies to staff and family. Boston, MA. December 2002.
- Consultation services to a junior high school. Provided educational strategies to a special educator. Pocatello School District 25, ID. December 2001.
- Consultation services to an elementary school. Provided educational strategies for a student with disabilities. Joint School District 251, ID. November 2001.
- Consultation services to an elementary school. Provided curricular adaptations for a student with disabilities. Joint School District 251, ID. October 2001.
- Consultation services to a middle school. Provided behavioral support and training for a student with autism (4 visits). Malad, ID. February and March 2001.
- Consultation services for a family. Provided monthly support for a family and young adult with disabilities to assist with developing an educational plan (6 visits). New Plymouth, ID. September 2000—March 2001.
- Consultation services to an elementary school. Provided monthly curricular strategies and positive behavioral supports for a student with autism (6 visits). Boise, ID. September 2000—March 2001.
- Consultation services to an elementary school. Provided educational strategies for a student with autism. Terreton, ID. November 2000.

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- Consultation services to an elementary school. Provided educational strategies for a student with autism and English as second language (3 visits). Murtaugh, ID. September and October 2000.
- Consultation services to an elementary school. Assisted educators in working with a student with autism (2 visits). Palmerston North, New Zealand. May and June 2000.
- Consultation services to an elementary school. Supported teacher aides in working with a student with autism (3 visits). Fielding, New Zealand. May and June 2000.
- Consultation services to an intermediate school. Provided observations and strategies to assist with a student having difficult behaviors (6 visits). Palmerston North, New Zealand. March—May 2000.
- Consultation services to an elementary school. Attended a week long school camp with sixth grade classes and provided support for a student with disabilities. Palmerston North, New Zealand. February 2000.
- Consultation services to an elementary school. Provided observations, training teacher aides, and meetings with classmates to assist educators with a student who had challenging behaviors (5 visits with Carroll-Lind, J.). Palmerston North, New Zealand. January—May 2000.
- Consultation services to an elementary school. Provided one day a week support for three students with autism. Central Normal School, Palmerston North, New Zealand. July 1999—June 2000.
- Consultation services to an elementary school. Provided technical assistance for a student with autism who was presenting challenging behaviors (3 visits). Boise Independent School District 1, ID. November 1998.
- Consultation services to an elementary school. Provided monthly visits to an elementary school in order to assist with a student with autism (8 visits). Boise Independent School District 1, ID. September 1998—April 1999.
- Consultation services to a middle school. Provided educational strategies for a student with severe disabilities. Joint School District 251, ID. September 1998.
- Consultation services to an elementary school. Assisted in developing new school routines for a second grade student with autism. Boise Independent School District 1, ID. September 1998.
- Consultation services to a preschool program. Provided assistance in developing a class routine for two young boys with autism. Joint School District 148, ID. August 1998.
- Consultation services to a middle school. Assisted with transition planning for a student with severe disabilities. Joint School District 251, ID. May 1998.
- Consultation to an elementary school. Continued support for student with autism. Boise Independent School District 1, ID. April 1998.

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Consultation services to a high school. Provided educational planning for a student with severe disabilities. Buhl Joint School District 412, ID. March 1998.

Consultation services to an elementary school. Assisted educators in developing a comprehensive educational plan for a student with challenging behaviors. Oneida County School District 351, ID. March 1998.

Consultation services to an elementary school. Provided support and educational planning for a student with autism. Boise Independent School District 1, ID. March 1998.

Consultation services to a high school. Discussed options for transition planning and observed students. Marsh Valley Joint School District 21, ID. December 1997.

Consultation services to an elementary school. Provided technical assistance for a student with autism (4 visits). Pocatello School District 25, ID. October 1997.

Consultation services to a middle school. Assisted with behavioral interventions over a two week period for a student with challenging behaviors (4 visits). Blackfoot School District 55, ID. September 1997.

Consultation to an elementary school. Assisted with curricular adaptations and behavioral interventions for a student with autism. Twin Falls School District 411, ID. March 1997.

Consultation to an elementary school. Assisted with curricular adaptations for a student with severe disabilities. Teton County School District 401, ID. January 1997.

Consultation services to an elementary school. Assisted with the transition from third to fourth grade for a student with severe disabilities. Joint School District 251, ID. October 1996.

Consultation services for a middle school. Assisted team in creating adaptations for a student with disabilities. Teton County School District 401, ID. September 1996.

Consultation services for an elementary school. Assisted with two students who have challenging behaviors. Soda Springs Joint School District 150, ID. September 1996.

Consultation services for an elementary school. Facilitated a MAPS session for a student with disabilities transitioning to a new school. Teton County School District 401, ID. May 1996.

Consultation services for an elementary school. Assisted a special educator in creating curricular adaptations for general education classrooms. Preston Joint School District 201, ID. March 1996.



**STATE DEPARTMENT OF EDUCATION**  
**JUNE 23, 2011**

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Consultation services for a high school. Assisted teachers in accommodating for students with disabilities in high school. Bear Lake County School District 33, ID. February 1996.

Consultation services for an elementary school. Assisted teachers with inclusive experiences for students with disabilities. Jerome Joint School District 261, ID. January 1996.

Consultation visits to assist six schools in creating inclusive classrooms. Marsh Valley Joint School District 21, ID. Fall 1995.

Consultation services for a young child with severe disabilities. Assisted teachers in creating adaptations for general education classrooms. Butte County Joint District 111, ID. May 1995.

Consultation services for two high school students with autism. Provided recommendations on how to include and support these students in their high school and community. Idaho Falls School District 91, ID. April 1995.

Consultation services focused on including students with disabilities in their general education classrooms. Moscow School District 281, ID. February 1995.

Consultation services for an elementary-aged child with autism in a general education classroom. Soda Springs Joint School District 150, ID. February 1995.

Expert witness in a Due Process Hearing. Pocatello, ID. September 1995.

Consultation services to Joint School District 251, ID, including monthly visits to Roberts Elementary to assist with implementation of educational goals for a student with severe disabilities in a general education classroom. Spring 1994—1996.

Independent evaluation for a student with severe disabilities in Pocatello School District 25, ID. Weekly visits to assist in implementation process. Recommendations include implementation of a behavioral plan and strategies for general education classroom. Serve as a member of the student's child study team. June—December 1994.

Independent evaluation for a student with severe disabilities, assisted with follow-up services at the junior high school. Idaho Falls School District 91, ID. Fall 1994.

Consultation services for a high school. Provided inservice training to teachers and educational assistances regarding challenging behaviors. Pocatello School District 25, ID. Summer 1994.

Consultation services for providing special education services in general education classrooms. Bear Lake County School District 33, ID. December 1993.

Consultation services for including students with disabilities in general education classrooms. Preston Joint School District 201, ID. September 1993.

Professional Development

**STATE DEPARTMENT OF EDUCATION**  
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AACTE – American Association of Colleges for Teacher Education

TECSCU – Teacher Education Council of State Colleges and Universities

Tokai University, College of Education visit – Tokyo, Japan. May 2007.

Renaissance Group Meeting – Kennesaw State University, GA. April 2007.

TECSCU Fall Conference, Charleston, SC. October 2006.

AACTE National Conference, Washington D.C. January 2005.

TECSCU Fall Conference, San Fransico, CA. October 2004.

AACTE National Conference, New Orleans, LA. January 2003.

National Autism Society of America Conference. San Diego, CA. July 2001.

Two day workshop with Anita Archer (educational consultant on modifying curriculum) from Oregon. Pocatello, ID. September 2000.

One day seminar with Tony Atwood (expert on Asperger Syndrome) from Australia. Wanganui, New Zealand. September 1999.

One day seminar with Christopher Gillberg (expert on autism) from Sweden. Auckland, New Zealand. August 1999.

One day seminar with Linda Hodgdon (expert on visual and communication strategies) from Michigan. Pocatello, ID. November 1998.

Workshop training: Picture Exchange Communication System (PECS). Boise, ID. April 1998.

State-of-the-Art Teacher Education Albertson Foundation meeting. Boise, ID. November 1997.

Students in Transition (Freshman Year, Transfer Year, and Senior Year) Conference. Chicago, IL. November 1997.

Workshop on Reauthorization of IDEA (Individuals with Disabilities Education Act). Idaho Falls, ID. October 1997.

**STATE DEPARTMENT OF EDUCATION  
JUNE 23, 2011**

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April 5, 2011

Dear Dr. Thomas and Board,

Upon receiving the communication asking for a volunteer to represent ISSA on the Professional Standards Commission, I decided to submit my letter of interest.

I believe that my 21 years of experience as a face to face principal, superintendent, online principal and Director of Supervision and Accountability for IDLA gives me a unique perspective and qualifications for this position. As Idaho moves to more online and blended instruction, it may be valuable to have someone with experience in both face 2 face and online administrative experience on the Professional Standards Commission.

I would be happy to serve in this position if selected by ISSA board.

Sincerely,

**Laural Nelson**

Dr. Laural Nelson  
Director of Supervision and Accountability  
Idaho Digital Learning  
[laural.nelson@idla.k12.id.us](mailto:laural.nelson@idla.k12.id.us)  
208-316-0450

**STATE DEPARTMENT OF EDUCATION**  
**JUNE 23, 2011**

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2601 E 1100 S  
Hazelton, Idaho 83335

laural.nelson@idahodigitallearning.org

Cell and Home Phone: 208-316-0450  
Graduate Degree: Doctor of Education  
Educational Administration  
Awarding Institution: Idaho State University  
August 1998

## Dr. Laural Nelson

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|            |  |
|------------|--|
| Objective  | To represent the Idaho Association of School Superintendents on the Idaho Professional Standards Commission  |
| Experience | <p>2005-current IDLA Idaho Digital Learning Academy<br/><b>Director of Supervision and Accountability</b><br/><b>Regional Coordinator</b></p> <ul style="list-style-type: none"><li>▪ Strategic planning.</li><li>▪ Developed policy and procedures.</li><li>▪ IDLA is ranked 3rd in the country for online learning policy and practice.<br/>"Survey conducted by the Center for Digital Education"</li><li>▪ Conducted professional development for online teachers.</li><li>▪ Spoke at conferences and webinars.</li><li>▪ Presented at the VSS Virtual School Symposium held in Austin, Texas, November 2009.</li><li>▪ Conducted State Wide Best Practices Webinars on Implementation Strategies for Student Success In Online Programs.</li><li>▪ Supervised online teachers and helped implement a pay-for-performance model of reimbursement.</li><li>▪ Evaluated and interviewed online teachers.</li><li>▪ Team Player.</li><li>▪ Public Relations Specialist/Liaison - Engage in promoting IDLA to Region IV Schools and statewide.</li><li>▪ Marketing IDLA to Region IV and statewide.</li><li>▪ Implementation - Aiding Districts and Schools as they design a plan for successful implementation of IDLA classes.</li><li>▪ Currently, supervising app. 250 teachers and 18 principals.</li></ul> |

**STATE DEPARTMENT OF EDUCATION  
JUNE 23, 2011**

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1990-2008 July 1, 2008 Valley School District, Hazelton, Idaho

**Superintendent of Schools**

- Experience in budget, personnel, curriculum and instruction, facilities, law.
- Experienced leader with a vision for educational excellence.
- Skilled in leading-edge educational practices.
- Understands the dynamics of teaching and learning.
- Possesses integrity and values honesty.
- Effective human relations skills in person to person and in an on-line environment.
- Excels in financial management.
- Understands the use and value of technology and online education.
- Community member and leader.
- **Teacher 1990-1993.**
- **Principal 1993-1998.**
- **Superintendent 1998-2008.**

Summer 2007 Idaho State University Pocatello, Idaho

**Adjunct Professor of Educational Law**

- Was asked to step in for the summer for a staff member that was ill to develop and teach a hybrid Doctorate Educational Law class as well as a Masters level hybrid law class (part online and part face to face).
- Students reported that it was the most practical and interesting class that they had taken.

Spring 2010 University of Phoenix Phoenix, Arizona

**Faculty Member**

- Facilitate online Educational Law and Research classes.

Education

Idaho State University Pocatello, Idaho

- **1998 Doctorate of Education - Educational Administration Honors**
- 1996 Educational Specialist
- 1995 Masters of Education
- 1990 BA in Elementary Education

**STATE DEPARTMENT OF EDUCATION**  
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College of Southern Idaho

Twin Falls, Idaho

- 1982 Associate of Arts -

Interests

Spending time with my family, ranching, riding cutting horses, quilting, gardening, taking classes and reading.

## STATE DEPARTMENT OF EDUCATION

JUNE 23, 2011

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### SUBJECT

Request for Waiver of 103% Student Transportation Funding Cap for Garden Valley School District

### REFERENCE

June, 2010

Board approved request for waiver, with new cap set at 143% for fiscal year 2009.

### APPLICABLE STATUTE, RULE, OR POLICY

Section 33-1006, Idaho Code

### BACKGROUND/DISCUSSION

During the 2001 legislative session, 33-1006, Idaho Code, was amended. The amendment created a student transportation funding cap; affecting school districts that exceed (by 103%) the statewide average cost per mile and cost per rider. The 2007 and 2009 Legislatures further amended this language to provide clear, objective criteria that defines when a district may qualify to be reimbursed for expenses above the cap, and how much. These new criteria designate certain bus runs as “hardship” runs, and allow the district to receive a higher cap, based on the percentage of the district’s bus runs that are so categorized.

As of May 6, 2011, there were seventeen school districts and/or charter schools negatively affected by the pupil transportation funding cap: Meridian (\$423,125), Meadows Valley (\$15,716), Plummer-Worley (\$35,005), Blaine County (\$14,263), Garden Valley (\$29,835), Basin (\$6,660), Nampa (\$188,604), Soda Springs (\$18,738), Wendell (\$49,043), Valley (\$6,279), Moscow (\$16,373), Kellogg (\$12,849), Wallace (\$17,821), Murtaugh (\$4,833), McCall-Donnelly (\$93,000), Liberty (\$1,075), and Blackfoot Community Charter (\$3,335).

Of these 17, only three have routes that meet the statutory requirements of a hardship bus run, which would allow the Board to grant a waiver. These include Garden Valley, Moscow, and Wallace school districts. Of these three districts all have applied for a waiver from the student transportation funding cap.

Requests from various school districts for a waiver of the 103% funding cap as provided in Section 33-1006, Idaho Code, have been received by the State Department of Education. This waiver was reviewed and met at least two of the criteria for at least one hardship bus run applied for and is submitted to the State Board of Education for consideration. Garden Valley School District submitted two school bus routes that met the required criteria. This represents 40.0% of the bus runs operated by the district. When added to the 103% funding cap, as provided by law, this would allow the Board to increase their funding cap to a maximum of 143%. The district is over the 103% funding cap by 21.1%, therefore the request is for an additional 21.1%, for a total funding cap of 124.1%.

**STATE DEPARTMENT OF EDUCATION  
JUNE 23, 2011**

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**IMPACT**

\$29,835 distributed from the public school appropriation.

**ATTACHMENTS**

Attachment 1 – Funding Cap Appeal Application

Page 3

Attachment 2 – SDE 103% Funding Cap Model

Page 5

**BOARD ACTION**

A motion to approve the request by Garden Valley School District for a waiver of the 103% transportation funding cap, at a new cap percentage rate for fiscal year 2010 of 124.1%.

Moved by \_\_\_\_\_ Seconded by \_\_\_\_\_ Carried Yes \_\_\_\_\_ No \_\_\_\_\_



**STATE DEPARTMENT OF EDUCATION**  
**JUNE 23, 2011**



STATE DEPARTMENT OF EDUCATION

P.O. BOX 83720  
BOISE, IDAHO 83720-0027

TOM LUNA  
STATE SUPERINTENDENT  
PUBLIC INSTRUCTION

Division of Student Transportation

**103% Funding Cap Appeal Application for Fiscal Year:**

Use Tab Key To Enter Data

2010

District Name: **Garden Valley**

Number: **71**

Date: **February 9, 2011**

The school district identified above is subject to a pupil transportation funding cap in accordance to 33-1006, Idaho Code, and is appealing to the State Board of Education for relief from financial penalty due to a hardship bus run(s). To qualify, such bus run(s) shall meet at least two (2) of the following criteria:

**(Please check all applicable boxes by using mouse key).**

- ☒ Number of student riders per mile is less than 50% of the statewide average number of student riders per mile (see cell E5 on Funding Cap Model).
- ☒ Less than a majority of the miles on the hardship bus run(s) are by paved surface, concrete or asphalt, road
- ☒ Over 10% of the miles driven on the hardship bus run(s) are a 5% slope or greater

The district is requesting a funding rate increase of **40.00** % more than the 103% percentage rate limit, necessary to eliminate its funding cap penalty, in accordance to 33-1006, Idaho Code. The State Board of Education may set a new limit that is greater than 103%, but is less than the percentile limit requested by the school district. However, the percentage increase in the 103% cap shall not exceed the percentage of the district's bus runs that qualify as a hardship bus run.

Please provide detailed justification and rationale for this request and appeal. Report the total number of bus routes and detailed information on the routes that are potentially considered hardship bus runs. If necessary, attach supporting information and documentation. **Save document prior to submitting electronically. Submit to SDE by February 1, 2011.**

**Include or attach narrative documentation:** Garden Valley School District 71 is nestled in the mountains 55 miles north of Boise. The North, South and Middle Forks of the Payette River system divide the District and its transportation routes. Furthermore, the District spans from Banks on the State Highway 55 to 12 miles north of Lowman on State Highway 21. The Bus Garage is located in Crouch approximately 4 miles from the school. Buses leave the garage in the morning and transport students to school and then return to the bus garage. In the afternoon, buses arrive at the school prior to dismissal, transport students home and return to the bus garage. The District operates 5 routes.

**Route 1 (Banks Route - 27 miles) runs to Banks each morning and afternoon. If allowable due to no students coming or going to Banks, the bus turns around prior to Banks which saves 14 miles of travel.**

**Route 2 (South Fork - 22 miles) approx. 12 miles of this route is dirt road. This route crosses the South Fork of the Payette at Alder Creek and travels on the west side of the river. Again, if there are no students on the bus going to the end**

**Route 3 (Lowman - 87 miles) runs on the east side of the South Fork of the Payette to 12 miles above Lowman. Again, the**

**Route 4 (Terrace Lakes - 14 miles) runs to Terrace Lakes and Castle Mt. this route also includes approximately 6 miles of dirt**

**Route 5 (Middle Fork - 20 miles) runs up the Middle Fork of the Payette River.**

**The Terrace Lakes and Middle Fork routes used to be one run but due to an increase in student population about 9 years ago**

**The District and the Contractor have examined routes and can find no area for consolidation that would save the District any**

Superintendent Signature:

*Dr. Mike Tordella*

Date:

02/09/11

**Shaded Area Below is for State Department of Education Use Only**

The State Board of Education approved ☐ disapproved ☐ the district's appeal and request at its regularly scheduled meeting on  at a Funding Cap Rate of  % greater than the 103% percentage rate limit, necessary to eliminate the funding cap penalty.

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STATE DEPARTMENT OF EDUCATION  
JUNE 22-23, 2011

| Pupil Transportation Funding Formula Capped at Legislatively Mandated Percent of State Average Cost Per Mile and Cost Per Rider |               |                 |               |
|---|---------------|-----------------|---------------|
| Fiscal Year 2010 Data - Approved Costs Reimbursed in Fiscal Year 2011 (Seventh Capped Year)                                     |               |                 |               |
| Set percentage cap to apply to statewide average  | 103%          | Riders per Mile | 1.6           |
| Revised: 05/06/2011 Preliminary   |               |                 |               |
| Statewide Averages before cap   | Cost Per Mile | Cost Per Rider  |               |
|   | \$3.48        | \$804           |               |
| Statewide Averages after cap  | Cost Per Mile | Cost Per Rider  |               |
|   | \$3.58        | \$828           |               |
| Total Savings From Cap  | \$941,019     | Capped Reimb.   | Actual Reimb. |
| Savings Following Appeals & State Board Action  | \$941,019     | \$72,310,001    | \$73,251,020  |

| District # | District Name                  | District Funding Capped - Reimbursement Reduced By: | Percent of Reimbursement Loss Subsequent to Cap Impact (See Columns X & Y) | Total Adjusted Reimbursable Costs (Less In-Lieu and SDE Fee) | Reimbursable Miles | Riders | Cost Per Mile | Cost Per Rider | Cost Per Mile as a % of State Average | Cost Per Rider as a % of State Average | District Above Both State Average Measures | Capped Reimbursement @ Appropriate Percentages (plus assessment fee and in-lieu) | Total Amount Reimbursed Prior to Cap | Block Grant | Prior Year Audit Adjustments | Charter Advance Reimbursed with FY09 for FY10 | Charter Advance Reimbursed with FY10 for FY11 | Final Payment Amount with 10% Cut (2010 SB 1418) |
|------------|--------------------------------|---|--|--|--------------------|--------|---------------|----------------|---------------------------------------|--|--|--|--------------------------------------|-------------|------------------------------|---|---|--|
| 001        | BOISE INDEPENDENT DISTRICT     | \$0   | 0.0%   | \$6,761,620  | 2,017,233          | 6,427  | \$3.35        | \$1,052        | 96%                                   | 131%                                   | FALSE                                      | \$4,014,673  | \$4,014,673                          | \$1,817,713 | \$0                          |   |   | \$5,249,147                                      |
| 002        | MERIDIAN JOINT DISTRICT        | \$423,125   | 6.3%   | \$11,840,109   | 2,967,150          | 13,405 | \$3.99        | \$883          | 115%                                  | 110%                                   | TRUE                                       | \$6,270,353  | \$6,693,478                          | \$3,281,973 | \$0                          |   |   | \$8,597,093                                      |
| 003        | KUNA JOINT DISTRICT            | \$0   | 0.0%   | \$1,272,105  | 346,234            | 1,661  | \$3.67        | \$766          | 105%                                  | 95%                                    | FALSE                                      | \$758,580  | \$758,580                            | \$351,028   | \$0                          |   |   | \$998,647  |
| 011        | MEADOWS VALLEY DISTRICT        | \$15,716  | 28.4%  | \$93,436   | 18,624             | 45     | \$5.02        | \$2,076        | 144%                                  | 258%                                   | TRUE                                       | \$39,672   | \$55,368                             | \$21,418    | \$0                          |   |   | \$54,981   |
| 013        | COUNCIL DISTRICT               | \$0   | 0.0%   | \$65,700   | 24,262             | 57     | \$2.71        | \$1,153        | 78%                                   | 143%                                   | FALSE                                      | \$42,398   | \$42,398                             | \$15,976    | \$0                          |   |   | \$52,537   |
| 021        | MARSH VALLEY JOINT DISTRICT    | \$0   | 0.0%   | \$415,714  | 148,603            | 673    | \$2.80        | \$618          | 80%                                   | 77%                                    | FALSE                                      | \$270,198  | \$270,198                            | \$89,375    | \$0                          |   |   | \$323,616  |
| 025        | POCATELLO DISTRICT             | \$0   | 0.0%   | \$2,536,985  | 793,791            | 4,140  | \$3.20        | \$613          | 92%                                   | 76%                                    | FALSE                                      | \$1,474,552  | \$1,474,552                          | \$666,192   | \$0                          |   |   | \$1,926,670                                      |
| 033        | BEAR LAKE COUNTY DISTRICT      | \$0   | 0.0%   | \$464,200  | 165,978            | 458    | \$2.80        | \$1,014        | 80%                                   | 126%                                   | FALSE                                      | \$286,290  | \$286,290                            | \$113,685   | \$0                          |   |   | \$359,978  |
| 041        | ST MARIES JOINT DISTRICT       | \$0   | 0.0%   | \$652,732  | 198,477            | 410    | \$3.29        | \$1,592        | 95%                                   | 198%                                   | FALSE                                      | \$386,455  | \$386,455                            | \$152,074   | \$0                          |   |   | \$484,676  |
| 044        | PLUMMER-WORLEY JOINT DISTRICT  | \$35,005  | 18.0%  | \$317,075  | 72,564             | 173    | \$4.37        | \$1,833        | 126%                                  | 228%                                   | TRUE                                       | \$159,937  | \$194,942                            | \$87,218    | \$0                          |   |   | \$222,440  |
| 052        | SNAKE RIVER DISTRICT           | \$0   | 0.0%   | \$672,798  | 301,538            | 1,078  | \$2.23        | \$624          | 64%                                   | 78%                                    | FALSE                                      | \$402,805  | \$402,805                            | \$174,427   | \$0                          |   |   | \$519,509  |
| 055        | BLACKFOOT DISTRICT             | \$0   | 0.0%   | \$1,541,477  | 427,878            | 1,865  | \$3.60        | \$827          | 103%                                  | 103%                                   | FALSE                                      | \$916,585  | \$916,585                            | \$408,696   | \$0                          |   |   | \$1,192,753                                      |
| 058        | ABERDEEN DISTRICT              | \$0   | 0.0%   | \$296,167  | 104,169            | 337    | \$2.84        | \$879          | 82%                                   | 109%                                   | FALSE                                      | \$179,257  | \$179,257                            | \$70,384    | \$0                          |   |   | \$224,677  |
| 059        | FIRTH DISTRICT                 | \$0   | 0.0%   | \$263,904  | 99,711             | 446    | \$2.65        | \$592          | 76%                                   | 74%                                    | FALSE                                      | \$165,484  | \$165,484                            | \$61,994    | \$0                          |   |   | \$204,730  |
| 060        | SHELLEY JOINT DISTRICT         | \$0   | 0.0%   | \$513,376  | 155,358            | 1,139  | \$3.30        | \$451          | 95%                                   | 56%                                    | FALSE                                      | \$315,915  | \$315,915                            | \$122,193   | \$0                          |   |   | \$394,297  |
| 061        | BLAINE COUNTY DISTRICT         | \$14,263  | 1.9%   | \$1,286,421  | 352,313            | 1,282  | \$3.65        | \$1,003        | 105%                                  | 125%                                   | TRUE                                       | \$748,032  | \$762,295                            | \$317,336   | \$0                          |   |   | \$958,831  |
| 071        | GARDEN VALLEY DISTRICT         | \$29,835  | 20.6%  | \$229,860  | 50,022             | 100    | \$4.60        | \$2,299        | 132%                                  | 286%                                   | TRUE                                       | \$115,118  | \$144,953                            | \$56,339    | \$0                          |   |   | \$154,311  |
| 072        | BASIN SCHOOL DISTRICT          | \$6,660   | 4.6%   | \$242,960  | 64,464             | 188    | \$3.77        | \$1,292        | 108%                                  | 161%                                   | TRUE                                       | \$138,249  | \$144,909                            | \$59,469    | \$0                          |   |   | \$177,946  |
| 073        | HORSESHOE BEND SCHOOL DISTRICT | \$0   | 0.0%   | \$96,076   | 23,046             | 129    | \$4.17        | \$745          | 120%                                  | 93%                                    | FALSE                                      | \$61,015   | \$61,015                             | \$22,139    | \$0                          |   |   | \$74,839   |
| 083        | WEST BONNER COUNTY DISTRICT    | \$0   | 0.0%   | \$515,182  | 197,922            | 671    | \$2.60        | \$768          | 75%                                   | 96%                                    | FALSE                                      | \$312,051  | \$312,051                            | \$130,949   | \$0                          |   |   | \$398,700  |
| 084        | LAKE PEND OREILLE DISTRICT     | \$0   | 0.0%   | \$1,568,762  | 573,905            | 1,246  | \$2.73        | \$1,259        | 78%                                   | 157%                                   | FALSE                                      | \$950,225  | \$950,225                            | \$370,616   | \$0                          |   |   | \$1,188,757                                      |
| 091        | IDAHO FALLS DISTRICT           | \$0   | 0.0%   | \$2,390,364  | 586,050            | 3,671  | \$4.08        | \$651          | 117%                                  | 81%                                    | FALSE                                      | \$1,373,625  | \$1,373,625                          | \$672,971   | \$0                          |   |   | \$1,841,936                                      |
| 092        | SWAN VALLEY ELEMENTARY DIST    | \$0   | 0.0%   | \$86,960   | 33,894             | 55     | \$2.57        | \$1,581        | 74%                                   | 197%                                   | FALSE                                      | \$60,982   | \$60,982                             | \$27,218    | \$0                          |   |   | \$79,380   |
| 093        | BONNEVILLE JOINT DISTRICT      | \$0   | 0.0%   | \$2,347,614  | 623,564            | 4,468  | \$3.76        | \$525          | 108%                                  | 65%                                    | FALSE                                      | \$1,360,200  | \$1,360,200                          | \$613,660   | \$0                          |   |   | \$1,776,474                                      |
| 101        | BOUNDARY COUNTY DISTRICT       | \$0   | 0.0%   | \$660,240  | 229,804            | 772    | \$2.87        | \$955          | 82%                                   | 106%                                   | FALSE                                      | \$413,148  | \$413,148                            | \$174,036   | \$0                          |   |   | \$528,466  |
| 111        | BUTTE COUNTY JOINT DISTRICT    | \$0   | 0.0%   | \$266,280  | 89,053             | 192    | \$2.99        | \$1,387        | 86%                                   | 173%                                   | FALSE                                      | \$171,005  | \$171,005                            | \$61,591    | \$0                          |   |   | \$209,336  |
| 121        | CAMAS COUNTY DISTRICT          | \$0   | 0.0%   | \$88,531   | 45,947             | 56     | \$1.93        | \$1,581        | 55%                                   | 197%                                   | FALSE                                      | \$56,824   | \$56,824                             | \$19,533    | \$0                          |   |   | \$68,721   |
| 131        | NAMPA SCHOOL DISTRICT          | \$188,604   | 5.5%   | \$5,804,251  | 1,113,163          | 6,599  | \$5.21        | \$880          | 150%                                  | 109%                                   | TRUE                                       | \$3,252,584  | \$3,441,188                          | \$1,304,596 | \$0                          |   |   | \$4,101,462                                      |
| 132        | CALDWELL DISTRICT              | \$1   | 0.0%   | \$2,590,334  | 412,650            | 3,118  | \$6.28        | \$831          | 180%                                  | 103%                                   | TRUE                                       | \$1,537,199  | \$1,537,200                          | \$661,021   | \$0                          |   |   | \$1,978,398                                      |
| 133        | WILDER DISTRICT                | \$0   | 0.0%   | \$176,721  | 49,055             | 178    | \$3.60        | \$993          | 103%                                  | 124%                                   | TRUE                                       | \$104,407  | \$104,407                            | \$35,804    | \$0                          |   |   | \$126,190  |
| 134        | MIDDLETON DISTRICT             | \$0   | 0.0%   | \$982,537  | 202,327            | 1,264  | \$4.86        | \$777          | 140%                                  | 97%                                    | FALSE                                      | \$583,016  | \$583,016                            | \$264,752   | \$0                          |   |   | \$762,991  |
| 135        | NOTUS DISTRICT                 | \$0   | 0.0%   | \$134,660  | 51,516             | 195    | \$2.61        | \$691          | 75%                                   | 86%                                    | FALSE                                      | \$85,373   | \$85,373                             | \$29,588    | \$0                          |   |   | \$103,465  |
| 136        | MELBA JOINT DISTRICT           | \$0   | 0.0%   | \$268,448  | 87,233             | 320    | \$3.08        | \$839          | 89%                                   | 104%                                   | FALSE                                      | \$168,477  | \$168,477                            | \$68,617    | \$0                          |   |   | \$213,385  |
| 137        | PARMA DISTRICT                 | \$0   | 0.0%   | \$500,856  | 171,243            | 474    | \$2.92        | \$1,057        | 84%                                   | 131%                                   | FALSE                                      | \$296,536  | \$296,536                            | \$117,955   | \$0                          |   |   | \$373,042  |
| 139        | VALIUVUE SCHOOL DISTRICT       | \$0   | 0.0%   | \$2,888,712  | 764,789            | 3,752  | \$3.78        | \$770          | 109%                                  | 96%                                    | FALSE                                      | \$1,714,181  | \$1,714,181                          | \$733,296   | \$0                          |   |   | \$2,202,729                                      |
| 148        | GRACE JOINT DISTRICT           | \$0   | 0.0%   | \$253,142  | 82,868             | 189    | \$3.05        | \$1,339        | 88%                                   | 167%                                   | FALSE                                      | \$164,600  | \$164,600                            | \$40,926    | \$0                          |   |   | \$184,973  |
| 149        | NORTH GEM DISTRICT             | \$0   | 0.0%   | \$116,080  | 38,369             | 99     | \$3.03        | \$1,173        | 87%                                   | 146%                                   | FALSE                                      | \$81,236   | \$81,236                             | \$16,005    | \$0                          |   |   | \$87,517   |
| 150        | SODA SPRINGS JOINT DISTRICT    | \$18,738  | 9.2%   | \$286,614  | 65,445             | 309    | \$4.38        | \$928          | 126%                                  | 115%                                   | TRUE                                       | \$183,918  | \$202,656                            | \$70,204    | \$0                          |   |   | \$228,710  |
| 151        | CASSIA COUNTY JOINT DISTRICT   | \$0   | 0.0%   | \$1,423,308  | 498,565            | 2,101  | \$2.85        | \$677          | 82%                                   | 84%                                    | FALSE                                      | \$876,094  | \$876,094                            | \$350,312   | \$0                          |   |   | \$1,103,765                                      |
| 161        | CLARK COUNTY DISTRICT          | \$0   | 0.0%   | \$92,970   | 43,040             | 65     | \$2.16        | \$1,430        | 62%                                   | 178%                                   | FALSE                                      | \$57,322   | \$57,322                             | \$25,057    | \$0                          |   |   | \$74,141   |



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| Dst # | District Name                  | District Funding Capped - Reimbursement Reduced By | Percent of Reimbursement Loss Subsequent to Cap Impact (See Columns X & Y) | Total Adjusted Reimbursable Costs (Less In-Lieu and SDE Fee) | Reimbursable Miles | Riders | Cost Per Mile | Cost Per Rider | Cost Per Mile as a % of State Average | Cost Per Rider as a % of State Average | District Above Both State Average Measures | Capped Reimbursement @ Appropriate Percentages (plus assessment fee and in-lieu) | Total Amount Reimbursed Prior to Cap | Block Grant | Prior Year Audit Adjustments | Charter Advance Reimbursed with FY09 for FY10 | Charter Advance Reimbursed with FY10 for FY11 | Final Payment Amount with 10% Cut (2010 SB 1418) |
|-------|--------------------------------|--|--|--|--------------------|--------|---------------|----------------|---------------------------------------|--|--|--|--------------------------------------|-------------|------------------------------|---|---|--|
| 171   | OROFINO JOINT DISTRICT         | \$0  | 0.0%   | \$555,021  | 163,898            | 586    | \$3.39        | \$947          | 97%                                   | 118%                                   | FALSE                                      | \$341,198  | \$341,198                            | \$129,688   | \$0                          |   |   | \$423,797  |
| 181   | CHALLIS JOINT DISTRICT         | \$0  | 0.0%   | \$264,411  | 80,762             | 159    | \$3.27        | \$1,663        | 94%                                   | 207%                                   | FALSE                                      | \$161,140  | \$161,140                            | \$66,592    | \$0                          |   |   | \$204,959  |
| 182   | MACKAY JOINT DISTRICT          | \$0  | 0.0%   | \$176,627  | 62,114             | 83     | \$2.84        | \$2,128        | 82%                                   | 265%                                   | FALSE                                      | \$112,622  | \$112,622                            | \$41,969    | \$0                          |   |   | \$139,132  |
| 192   | GLENNS FERRY JOINT DISTRICT    | \$0  | 0.0%   | \$217,785  | 82,169             | 244    | \$2.65        | \$893          | 76%                                   | 111%                                   | FALSE                                      | \$133,342  | \$133,342                            | \$47,059    | \$0                          |   |   | \$162,361  |
| 193   | MOUNTAIN HOME DISTRICT         | \$0  | 0.0%   | \$1,115,565  | 345,149            | 1,184  | \$3.23        | \$942          | 93%                                   | 117%                                   | FALSE                                      | \$671,614  | \$671,614                            | \$296,071   | \$0                          |   |   | \$870,917  |
| 201   | PRESTON JOINT DISTRICT         | \$0  | 0.0%   | \$543,856  | 143,745            | 1,234  | \$3.78        | \$441          | 109%                                  | 55%                                    | FALSE                                      | \$355,454  | \$355,454                            | \$117,038   | \$0                          |   |   | \$425,243  |
| 202   | WEST SIDE JOINT DISTRICT       | \$0  | 0.0%   | \$181,057  | 67,551             | 349    | \$2.68        | \$519          | 77%                                   | 65%                                    | FALSE                                      | \$117,500  | \$117,500                            | \$36,740    | \$0                          |   |   | \$138,816  |
| 215   | FREMONT COUNTY JOINT DISTRICT  | \$0  | 0.0%   | \$682,584  | 230,274            | 858    | \$2.96        | \$796          | 85%                                   | 99%                                    | FALSE                                      | \$431,511  | \$431,511                            | \$191,642   | \$0                          |   |   | \$560,838  |
| 221   | EMMETT INDEPENDENT DIST        | \$0  | 0.0%   | \$1,140,134  | 316,853            | 1,334  | \$3.60        | \$855          | 103%                                  | 106%                                   | TRUE                                       | \$674,276  | \$674,276                            | \$287,337   | \$0                          |   |   | \$865,452  |
| 231   | GOODING JOINT DISTRICT         | \$0  | 0.0%   | \$324,523  | 78,406             | 506    | \$4.14        | \$641          | 119%                                  | 90%                                    | FALSE                                      | \$192,691  | \$192,691                            | \$84,669    | \$0                          |   |   | \$249,624  |
| 232   | WENDELL DISTRICT               | \$49,043   | 21.2%  | \$388,444  | 85,025             | 365    | \$4.57        | \$1,064        | 131%                                  | 132%                                   | TRUE                                       | \$182,132  | \$231,175                            | \$101,201   | \$0                          |   |   | \$255,000  |
| 233   | HAGERMAN JOINT DISTRICT        | \$0  | 0.0%   | \$84,586   | 33,147             | 90     | \$2.55        | \$940          | 73%                                   | 117%                                   | FALSE                                      | \$53,916   | \$53,916                             | \$23,556    | \$0                          |   |   | \$69,725   |
| 234   | BLISS JOINT DISTRICT           | \$0  | 0.0%   | \$80,436   | 28,287             | 97     | \$2.84        | \$829          | 82%                                   | 103%                                   | FALSE                                      | \$50,427   | \$50,427                             | \$17,032    | \$0                          |   |   | \$60,713   |
| 242   | COTTONWOOD JOINT DISTRICT      | \$0  | 0.0%   | \$165,292  | 61,140             | 211    | \$2.70        | \$783          | 78%                                   | 97%                                    | FALSE                                      | \$107,844  | \$107,844                            | \$34,115    | \$0                          |   |   | \$127,763  |
| 243   | SALMON RIVER JOINT SCHOOL DIST | \$0  | 0.0%   | \$66,163   | 33,151             | 60     | \$2.00        | \$1,103        | 57%                                   | 137%                                   | FALSE                                      | \$46,757   | \$46,757                             | \$21,253    | \$0                          |   |   | \$61,209   |
| 244   | MOUNTAIN VIEW SCHOOL DISTRICT  | \$0  | 0.0%   | \$598,201  | 192,633            | 413    | \$3.11        | \$1,448        | 89%                                   | 180%                                   | FALSE                                      | \$384,426  | \$384,426                            | \$173,043   | \$0                          |   |   | \$501,722  |
| 251   | JEFFERSON COUNTY JT DISTRICT   | \$0  | 0.0%   | \$1,622,842  | 516,062            | 2,782  | \$3.14        | \$583          | 90%                                   | 73%                                    | FALSE                                      | \$1,026,500  | \$1,026,500                          | \$471,498   | \$0                          |   |   | \$1,348,198                                      |
| 252   | RIRIE JOINT DISTRICT           | \$0  | 0.0%   | \$220,221  | 53,410             | 343    | \$4.12        | \$642          | 118%                                  | 80%                                    | FALSE                                      | \$142,490  | \$142,490                            | \$50,734    | \$0                          |   |   | \$173,902  |
| 253   | WEST JEFFERSON DISTRICT        | \$0  | 0.0%   | \$394,634  | 171,759            | 367    | \$2.30        | \$1,075        | 66%                                   | 134%                                   | FALSE                                      | \$235,551  | \$235,551                            | \$99,616    | \$0                          |   |   | \$301,650  |
| 261   | JEROME JOINT DISTRICT          | \$0  | 0.0%   | \$829,329  | 308,636            | 1,357  | \$2.69        | \$611          | 77%                                   | 76%                                    | FALSE                                      | \$492,242  | \$492,242                            | \$216,792   | \$0                          |   |   | \$638,131  |
| 262   | VALLEY DISTRICT                | \$6,279  | 2.8%   | \$375,542  | 101,841            | 331    | \$3.69        | \$1,135        | 106%                                  | 141%                                   | TRUE                                       | \$219,122  | \$225,401                            | \$86,676    | \$0                          |   |   | \$275,218  |
| 271   | COEUR D'ALENE DISTRICT         | \$0  | 0.0%   | \$2,099,086  | 610,504            | 2,924  | \$3.44        | \$718          | 99%                                   | 89%                                    | FALSE                                      | \$1,200,244  | \$1,200,244                          | \$597,804   | \$0                          |   |   | \$1,618,243                                      |
| 272   | LAKELAND DISTRICT              | \$0  | 0.0%   | \$1,331,099  | 555,910            | 1,480  | \$2.39        | \$899          | 69%                                   | 112%                                   | FALSE                                      | \$778,028  | \$778,028                            | \$361,298   | \$0                          |   |   | \$1,025,393                                      |
| 273   | POST FALLS DISTRICT            | \$0  | 0.0%   | \$1,216,461  | 314,441            | 2,277  | \$3.87        | \$534          | 111%                                  | 66%                                    | FALSE                                      | \$700,891  | \$700,891                            | \$346,560   | \$0                          |   |   | \$942,706  |
| 274   | KOOTENAI DISTRICT              | \$0  | 0.0%   | \$147,430  | 68,896             | 143    | \$2.14        | \$1,031        | 61%                                   | 128%                                   | FALSE                                      | \$92,105   | \$92,105                             | \$39,277    | \$0                          |   |   | \$118,244  |
| 281   | MOSCOW DISTRICT                | \$16,373   | 4.6%   | \$564,746  | 127,864            | 653    | \$4.42        | \$865          | 127%                                  | 108%                                   | TRUE                                       | \$339,440  | \$355,813                            | \$129,166   | \$0                          |   |   | \$421,745  |
| 282   | GENESEE JOINT DISTRICT         | \$0  | 0.0%   | \$165,515  | 56,297             | 98     | \$2.94        | \$1,689        | 84%                                   | 210%                                   | FALSE                                      | \$106,118  | \$106,118                            | \$31,871    | \$0                          |   |   | \$124,190  |
| 283   | KENDRICK JOINT DISTRICT        | \$0  | 0.0%   | \$147,116  | 52,928             | 106    | \$2.78        | \$1,388        | 80%                                   | 173%                                   | FALSE                                      | \$95,307   | \$95,307                             | \$29,652    | \$0                          |   |   | \$112,463  |
| 285   | POTLATCH DISTRICT              | \$0  | 0.0%   | \$261,075  | 77,733             | 220    | \$3.36        | \$1,187        | 97%                                   | 148%                                   | FALSE                                      | \$173,671  | \$173,671                            | \$48,679    | \$0                          |   |   | \$200,115  |
| 287   | TROY SCHOOL DISTRICT           | \$0  | 0.0%   | \$162,578  | 48,238             | 146    | \$3.37        | \$1,114        | 97%                                   | 139%                                   | FALSE                                      | \$104,179  | \$104,179                            | \$34,455    | \$0                          |   |   | \$124,771  |
| 288   | WHITEPINE JT SCHOOL DISTRICT   | \$0  | 0.0%   | \$213,826  | 86,847             | 148    | \$2.46        | \$1,445        | 71%                                   | 180%                                   | FALSE                                      | \$132,146  | \$132,146                            | \$44,969    | \$0                          |   |   | \$159,404  |
| 291   | SALMON DISTRICT                | \$0  | 0.0%   | \$217,331  | 58,585             | 263    | \$3.71        | \$826          | 107%                                  | 103%                                   | FALSE                                      | \$137,233  | \$137,233                            | \$41,551    | \$0                          |   |   | \$160,906  |
| 292   | SOUTH LEMHI DISTRICT           | \$0  | 0.0%   | \$70,834   | 28,552             | 51     | \$2.48        | \$1,389        | 71%                                   | 173%                                   | FALSE                                      | \$50,961   | \$50,961                             | \$21,650    | \$0                          |   |   | \$65,350   |
| 302   | NEZPERCE JOINT DISTRICT        | \$0  | 0.0%   | \$104,825  | 43,971             | 44     | \$2.38        | \$2,382        | 68%                                   | 296%                                   | FALSE                                      | \$68,510   | \$68,510                             | \$22,499    | \$0                          |   |   | \$81,908   |
| 304   | KAMIAH JOINT DISTRICT          | \$0  | 0.0%   | \$137,597  | 41,925             | 196    | \$3.28        | \$702          | 94%                                   | 87%                                    | FALSE                                      | \$84,140   | \$84,140                             | \$34,323    | \$0                          |   |   | \$106,617  |
| 305   | HIGHLAND JOINT DISTRICT        | \$0  | 0.0%   | \$236,187  | 65,904             | 67     | \$3.58        | \$3,525        | 103%                                  | 438%                                   | FALSE                                      | \$140,463  | \$140,463                            | \$57,557    | \$0                          |   |   | \$178,218  |
| 312   | SHOSHONE JOINT DISTRICT        | \$0  | 0.0%   | \$151,030  | 40,030             | 309    | \$3.77        | \$489          | 108%                                  | 61%                                    | FALSE                                      | \$101,056  | \$101,056                            | \$35,119    | \$0                          |   |   | \$122,558  |
| 314   | DIETRICH DISTRICT              | \$0  | 0.0%   | \$33,757   | 20,562             | 78     | \$1.64        | \$433          | 47%                                   | 54%                                    | FALSE                                      | \$19,375   | \$19,375                             | \$18,717    | \$0                          |   |   | \$34,283   |
| 316   | RICHFIELD DISTRICT             | \$0  | 0.0%   | \$63,006   | 23,125             | 91     | \$2.72        | \$692          | 78%                                   | 86%                                    | FALSE                                      | \$41,929   | \$41,929                             | \$12,354    | \$0                          |   |   | \$48,855   |
| 321   | MADISON DISTRICT               | \$0  | 0.0%   | \$1,301,950  | 365,338            | 2,607  | \$3.56        | \$499          | 102%                                  | 62%                                    | FALSE                                      | \$775,073  | \$775,073                            | \$339,206   | \$0                          |   |   | \$1,002,851                                      |
| 322   | SUGAR-SALEM JOINT DISTRICT     | \$0  | 0.0%   | \$385,977  | 124,953            | 708    | \$3.09        | \$545          | 89%                                   | 68%                                    | FALSE                                      | \$234,240  | \$234,240                            | \$88,277    | \$0                          |   |   | \$290,265  |
| 331   | MINDOKA COUNTY JOINT DISTRICT  | \$0  | 0.0%   | \$1,310,433  | 578,265            | 1,977  | \$2.27        | \$663          | 65%                                   | 82%                                    | FALSE                                      | \$770,604  | \$770,604                            | \$390,953   | \$0                          |   |   | \$1,045,401                                      |
| 340   | LEWISTON INDEPENDENT DISTRICT  | \$0  | 0.0%   | \$1,099,606  | 335,136            | 1,559  | \$3.28        | \$705          | 94%                                   | 88%                                    | FALSE                                      | \$646,648  | \$646,648                            | \$336,543   | \$0                          |   |   | \$884,872  |
| 341   | LAPWAI DISTRICT                | \$0  | 0.0%   | \$187,549  | 56,874             | 144    | \$3.30        | \$1,302        | 95%                                   | 162%                                   | FALSE                                      | \$118,285  | \$118,285                            | \$37,974    | \$0                          |   |   | \$140,633  |
| 342   | CULDESAC JOINT DISTRICT        | \$0  | 0.0%   | \$68,625   | 25,604             | 36     | \$2.68        | \$1,906        | 77%                                   | 237%                                   | FALSE                                      | \$41,248   | \$41,248                             | \$20,636    | \$0                          |   |   | \$55,696   |
| 351   | ONEIDA COUNTY DISTRICT         | \$0  | 0.0%   | \$251,362  | 109,321            | 420    | \$2.30        | \$598          | 66%                                   | 74%                                    | FALSE                                      | \$166,043  | \$166,043                            | \$52,046    | \$0                          |   |   | \$196,280  |
| 363   | MARSING JOINT DISTRICT         | \$0  | 0.0%   | \$328,601  | 94,834             | 412    | \$3.47        | \$798          | 100%                                  | 99%                                    | FALSE                                      | \$192,879  | \$192,879                            | \$90,361    | \$0                          |   |   | \$254,916  |
| 365   | BRUNEAU-GRAND VIEW JOINT DIST  | \$0  | 0.0%   | \$232,379  | 124,710            | 216    | \$1.86        | \$1,076        | 53%                                   | 134%                                   | FALSE                                      | \$158,897  | \$158,897                            | \$65,063    | \$0                          |   |   | \$201,564  |
| 370   | HOMEDALE JOINT DISTRICT        | \$0  | 0.0%   | \$412,629  | 126,678            | 638    | \$3.26        | \$647          | 94%                                   | 80%                                    | FALSE                                      | \$254,594  | \$254,594                            | \$91,278    | \$0                          |   |   | \$311,285  |
| 371   | PAYETTE JOINT DISTRICT         | \$0  | 0.0%   | \$336,822  | 90,211             | 808    | \$3.73        | \$417          | 107%                                  | 52%                                    | FALSE                                      | \$209,360  | \$209,360                            | \$87,397    | \$333                        |   |   | \$267,414  |
| 372   | NEW PLYMOUTH DISTRICT          | \$0  | 0.0%   | \$278,448  | 79,935             | 372    | \$3.48        | \$749          | 100%                                  | 93%                                    | FALSE                                      | \$171,369  | \$171,369                            | \$64,463    | \$0                          |   |   | \$212,249  |
| 373   | FRUITLAND DISTRICT             | \$0  | 0.0%   | \$305,236  | 84,598             | 635    | \$3.61        | \$481          | 104%                                  | 60%                                    | FALSE                                      | \$183,118  | \$183,118                            | \$80,095    | \$0                          |   |   | \$236,892  |
| 381   | AMERICAN FALLS JOINT DISTRICT  | \$0  | 0.0%   | \$614,550  | 209,094            | 450    | \$2.94        | \$1,366        | 84%                                   | 170%                                   | FALSE                                      | \$392,747  | \$392,747                            | \$138,324   | \$0                          |   |   | \$477,964  |
| 382   | ROCKLAND DISTRICT              | \$0  | 0.0%   | \$49,017   | 27,556             | 65     | \$1.78        | \$754          | 51%                                   | 94%                                    | FALSE                                      | \$32,265   | \$32,265                             | \$9,610     | \$0                          |   |   | \$37,688   |
| 383   | ARBON ELEMENTARY DISTRICT      | \$0  | 0.0%   | \$55,508   | 22,828             | 17     | \$2.43        | \$3,285        | 70%                                   | 406%                                   | FALSE                                      | \$33,558   | \$33,558                             | \$12,772    | \$0                          |   |   | \$41,697   |
| 391   | KELLOGG JOINT DISTRICT         | \$12,849   | 2.8%   | \$757,486  | 205,007            | 716    | \$3.69        | \$1,058        | 106%                                  | 132%                                   | TRUE                                       | \$446,942  | \$459,791                            | \$169,269   | \$0                          |   |   | \$554,590  |



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|---------------|---|---|--|--|--------------------|----------------|---------------|----------------|---------------------------------------|--|--|--|--------------------------------------|---------------------|------------------------------|---|---|--|
| 392           | MULLAN DISTRICT                             | \$0   | 0.0%   | \$15,180   | 7,370              | 24             | \$2.06        | \$633          | 59%                                   | 79%                                    | FALSE                                      | \$9,602  | \$9,602                              | \$4,703             | \$0                          |   |   | \$12,875   |
| 393           | WALLACE DISTRICT                            | \$17,821  | 8.0%   | \$367,233  | 93,899             | 290            | \$3.91        | \$1,266        | 112%                                  | 157%                                   | TRUE                                       | \$204,087  | \$221,908                            | \$75,286            | \$0                          |   |   | \$251,436  |
| 394           | AVERY SCHOOL DISTRICT                       | \$0   | 0.0%   | \$123,906  | 35,945             | 21             | \$3.45        | \$5,900        | 99%                                   | 734%                                   | FALSE                                      | \$70,183   | \$70,183                             | \$41,708            | \$0                          |   |   | \$100,702  |
| 401           | TETON COUNTY DISTRICT                       | \$0   | 0.0%   | \$609,576  | 210,704            | 694            | \$2.89        | \$878          | 83%                                   | 109%                                   | FALSE                                      | \$377,829  | \$377,829                            | \$149,016           | \$0                          |   |   | \$474,161  |
| 411           | TWIN FALLS DISTRICT                         | \$0   | 0.0%   | \$1,305,326  | 319,245            | 1,714          | \$4.09        | \$762          | 118%                                  | 95%                                    | FALSE                                      | \$774,529  | \$774,529                            | \$316,875           | \$0                          |   |   | \$982,264  |
| 412           | BUHL JOINT DISTRICT                         | \$0   | 0.0%   | \$309,356  | 99,501             | 363            | \$3.11        | \$852          | 89%                                   | 106%                                   | FALSE                                      | \$182,768  | \$182,768                            | \$77,283            | \$0                          |   |   | \$234,046  |
| 413           | FILER DISTRICT                              | \$0   | 0.0%   | \$453,671  | 148,239            | 509            | \$3.06        | \$892          | 88%                                   | 111%                                   | FALSE                                      | \$274,378  | \$274,378                            | \$131,620           | \$0                          |   |   | \$365,398  |
| 414           | KIMBERLY DISTRICT                           | \$0   | 0.0%   | \$228,698  | 59,196             | 404            | \$3.86        | \$566          | 111%                                  | 70%                                    | FALSE                                      | \$148,324  | \$148,324                            | \$74,394            | \$0                          |   |   | \$200,446  |
| 415           | HANSEN DISTRICT                             | \$0   | 0.0%   | \$73,222   | 48,703             | 154            | \$1.50        | \$475          | 43%                                   | 59%                                    | FALSE                                      | \$45,198   | \$45,198                             | \$20,023            | \$0                          |   |   | \$58,699   |
| 417           | CASTLEFORD DISTRICT                         | \$0   | 0.0%   | \$154,336  | 47,588             | 133            | \$3.24        | \$1,160        | 93%                                   | 144%                                   | FALSE                                      | \$109,674  | \$109,674                            | \$39,885            | \$0                          |   |   | \$134,603  |
| 418           | MURTAUGH JOINT DISTRICT                     | \$4,833   | 5.3%   | \$137,351  | 36,274             | 148            | \$3.79        | \$928          | 109%                                  | 115%                                   | TRUE                                       | \$87,161   | \$91,994                             | \$29,889            | \$0                          |   |   | \$105,345  |
| 421           | MC CALL-DONNELLY DISTRICT                   | \$93,000  | 23.5%  | \$664,192  | 141,397            | 370            | \$4.70        | \$1,795        | 135%                                  | 223%                                   | TRUE                                       | \$301,948  | \$394,948                            | \$158,290           | \$0                          |   |   | \$414,214  |
| 422           | CASCADE DISTRICT                            | \$0   | 0.0%   | \$67,620   | 28,691             | 71             | \$2.36        | \$952          | 68%                                   | 118%                                   | FALSE                                      | \$47,534   | \$47,534                             | \$16,575            | \$0                          |   |   | \$57,698   |
| 431           | WEISER DISTRICT                             | \$0   | 0.0%   | \$331,090  | 100,776            | 614            | \$3.29        | \$539          | 95%                                   | 67%                                    | FALSE                                      | \$201,298  | \$201,298                            | \$86,074            | \$0                          |   |   | \$258,635  |
| 432           | CAMBRIDGE JOINT DISTRICT                    | \$0   | 0.0%   | \$65,382   | 28,639             | 48             | \$2.28        | \$1,362        | 66%                                   | 169%                                   | FALSE                                      | \$45,044   | \$45,044                             | \$12,837            | \$0                          |   |   | \$52,093   |
| 433           | MIDVALE DISTRICT                            | \$0   | 0.0%   | \$77,757   | 33,457             | 49             | \$2.32        | \$1,587        | 67%                                   | 197%                                   | FALSE                                      | \$47,874   | \$47,874                             | \$17,609            | \$0                          |   |   | \$58,935   |
| 451           | VICTORY CHARTER SCHOOL                      | \$0   | 0.0%   | \$104,275  | 28,122             | 230            | \$3.71        | \$453          | 107%                                  | 56%                                    | FALSE                                      | \$61,876   | \$61,876                             | \$26,019            | \$0                          | \$89,129                                      | \$53,500                                      | \$47,039   |
| 455           | COMPASS CHARTER SCHOOL                      | \$0   | 0.0%   | \$155,408  | 42,086             | 214            | \$3.69        | \$726          | 106%                                  | 90%                                    | FALSE                                      | \$92,636   | \$92,636                             | \$45,653            | \$0                          | \$132,142                                     | \$79,500                                      | \$77,082   |
| 456           | FALCON RIDGE CHARTER SCHOOL                 | \$0   | 0.0%   | \$144,807  | 38,873             | 184            | \$3.73        | \$787          | 107%                                  | 98%                                    | FALSE                                      | \$85,925   | \$85,925                             | \$40,357            | \$0                          | \$118,743                                     | \$72,006                                      | \$71,591   |
| 458           | LIBERTY CHARTER                             | \$1,075   | 1.0%   | \$189,600  | 52,228             | 195            | \$3.63        | \$972          | 104%                                  | 121%                                   | TRUE                                       | \$111,405  | \$112,480                            | \$45,734            | \$0                          |   |   | \$141,425  |
| 459           | GARDEN CITY COMMUNITY CHARTER               | \$0   | 0.0%   | \$45,942   | 19,894             | 51             | \$2.31        | \$901          | 66%                                   | 112%                                   | FALSE                                      | \$27,268   | \$27,268                             | \$12,350            | \$0                          | \$43,654                                      | \$25,679                                      | \$19,479   |
| 461           | TAYLORS CROSSING CHARTER SCHOO              | \$0   | 0.0%   | \$165,418  | 37,443             | 203            | \$4.42        | \$815          | 127%                                  | 101%                                   | FALSE                                      | \$98,127   | \$98,127                             | \$48,173            | \$0                          | \$116,103                                     | \$77,715                                      | \$97,121   |
| 462           | XAVIER CHARTER SCHOOL                       | \$0   | 0.0%   | \$173,546  | 58,237             | 259            | \$2.98        | \$670          | 86%                                   | 83%                                    | FALSE                                      | \$102,701  | \$102,701                            | \$27,566            | \$0                          | \$149,689                                     | \$70,698                                      | \$46,148   |
| 463           | VISION CHARTER SCHOOL                       | \$0   | 0.0%   | \$145,179  | 41,920             | 129            | \$3.46        | \$1,125        | 99%                                   | 140%                                   | FALSE                                      | \$86,160   | \$86,160                             | \$55,900            | \$0                          | \$118,423                                     | \$73,125                                      | \$87,086   |
| 464           | WHITE PINE CHARTER SCHOOL                   | \$0   | 0.0%   | \$82,951   | 20,161             | 158            | \$4.11        | \$525          | 118%                                  | 65%                                    | FALSE                                      | \$49,201   | \$49,201                             | \$20,753            | \$0                          |   |   | \$62,959   |
| 465           | NORTH VALLEY ACADEMY                        | \$0   | 0.0%   | \$81,150   | 33,715             | 124            | \$2.41        | \$654          | 69%                                   | 81%                                    | FALSE                                      | \$47,943   | \$47,943                             | \$21,035            | \$0                          | \$48,958                                      | \$40,605                                      | \$54,563   |
| 467           | Wings Charter Middle School                 | \$0   | 0.0%   | \$33,025   | 10,722             | 28             | \$3.08        | \$1,179        | 89%                                   | 147%                                   | FALSE                                      | \$19,511   | \$19,511                             | \$8,560             | \$0                          | \$28,071                                      | \$39,160                                      | \$35,244   |
| 468           | Idaho Science & Technology Charter          | \$0   | 0.0%   | \$60,161   | 33,041             | 73             | \$1.82        | \$824          | 52%                                   | 102%                                   | FALSE                                      | \$35,486   | \$35,486                             | \$15,651            | \$0                          | \$53,737                                      | \$24,480                                      | \$19,692   |
| 477           | Blackfoot Charter Community Learning Center | \$3,335   | 9.7%   | \$58,490   | 12,285             | 64             | \$4.76        | \$914          | 137%                                  | 114%                                   | TRUE                                       | \$31,221   | \$34,556                             | \$18,003            | \$0                          |   |   | \$44,302   |
| 559           | THOMAS JEFFERSON CHARTER                    | \$0   | 0.0%   | \$203,292  | 68,339             | 236            | \$2.97        | \$861          | 85%                                   | 107%                                   | FALSE                                      | \$120,105  | \$120,105                            | \$51,127            | \$0                          | \$172,456                                     | \$101,000                                     | \$89,798   |
| 749           | UPPER CARMEN PUBLIC CHARTER                 | \$0   | 0.0%   | \$23,264   | 4,547              | 54             | \$5.12        | \$431          | 147%                                  | 54%                                    | FALSE                                      | \$14,892   | \$14,892                             | \$6,281             | \$0                          |   |   | \$19,056   |
| 783           | North Star Charter School                   | \$0   | 0.0%   | \$296,299  | 103,418            | 460            | \$2.87        | \$644          | 82%                                   | 80%                                    | FALSE                                      | \$175,053  | \$175,053                            | \$96,537            | \$0                          | \$251,761                                     | \$151,000                                     | \$153,746  |
| 795           | IDAHO ARTS CHARTER SCHOOL                   | \$0   | 0.0%   | \$254,604  | 68,285             | 306            | \$3.73        | \$832          | 107%                                  | 103%                                   | TRUE                                       | \$151,018  | \$151,018                            | \$64,531            | \$0                          | \$204,179                                     | \$120,105                                     | \$118,328  |
| <b>Totals</b> |   | <b>\$936,555</b>                                    | <b>1.8%</b>  | <b>\$85,533,718</b>  | <b>24,544,023</b>  | <b>106,408</b> |               |                |                                       |  |  | <b>\$50,112,951</b>  | <b>\$51,049,506</b>                  | <b>\$22,110,722</b> | <b>\$333</b>                 | <b>\$1,527,045</b>                            | <b>\$928,573</b>                              | <b>\$64,463,014</b>                              |

Districts not part of FY10 state totals, but subject to Funding Cap (In-Lieu Only and Virtual)

| Dist #        | District Name                | District Funding Capped - Reimbursement Reduced By: | Percent of Reimbursement Loss Subsequent to Cap Impact (See Columns X & Y) | Total Adjusted Reimbursable Costs (Less In-Lieu and SDE Fee) | Reimbursable Miles | Riders       | Cost Per Mile | Cost Per Rider | Cost Per Mile as a % of State Average | Cost Per Rider as a % of State Average | District Above Both State Average Measures | Capped Reimbursement @ Appropriate Percentages (plus assessment fee and in-lieu) | Total Amount Reimbursed Prior to Cap | Block Grant    | Prior Year Audit Adjustments | Charter Advance Reimbursed with FY09 for FY10 | Charter Advance Reimbursed with FY10 for FY11 | Final Payment Amount with 10% Cut (2010 SB 1418) |
|---------------|------------------------------|---|--|--|--------------------|--------------|---------------|----------------|---------------------------------------|--|--|--|--------------------------------------|----------------|------------------------------|---|---|--|
| 191           | PRAIRIE ELEMENTARY DISTRICT  | \$0   | 0.0%   | \$0  | 0                  | 0            | \$0.00        | \$0            | 0%                                    | 0%                                     | FALSE                                      | \$571  | \$571                                | \$392          | \$0                          |   |   | \$867  |
| 364           | PLEASANT VALLEY ELEM DIST    | \$0   | 0.0%   | \$0  | 0                  | 0            | \$0.00        | \$0            | 0%                                    | 0%                                     | FALSE                                      | \$2,385  | \$2,385                              | \$2,203        | \$0                          |   |   | \$4,129  |
| 416           | THREE CREEK JT ELEM DISTRICT | \$0   | 0.0%   | \$0  | 0                  | 0            | \$0.00        | \$0            | 0%                                    | 0%                                     | FALSE                                      | \$5,598  | \$5,598                              | \$2,994        | \$0                          |   |   | \$7,733  |
| 452           | IDAHO VIRTUAL ACADEMY        | \$0   | 0.0%   | \$1,322,252  | 0                  | 3,098        | \$0.00        | \$427          | 0%                                    | 53%                                    | FALSE                                      | \$1,128,157  | \$1,128,157                          | \$0            | \$0                          |   |   | \$1,015,341                                      |
| 457           | INSPIRE VIRTUAL CHARTER      | \$0   | 0.0%   | \$308,847  | 0                  | 438          | \$0.00        | \$705          | 0%                                    | 88%                                    | FALSE                                      | \$262,520  | \$262,520                            | \$0            | \$0                          | \$264,350                                     | \$180,250                                     | \$160,578  |
| 466           | ISUCCEED VIRTUAL HIGH SCHOOL | \$4,464   | 1.0%   | \$547,033  | 0                  | 654          | \$0.00        | \$836          | 0%                                    | 104%                                   | TRUE                                       | \$460,514  | \$464,978                            | \$0            | \$0                          | \$436,382                                     | \$176,232                                     | \$180,328  |
| 474           | Monticello Montessori School | \$0   | 0.0%   | \$0  | 0                  | 0            | \$0.00        | \$0            | 0%                                    | 0%                                     | FALSE                                      | \$0  | \$0                                  | \$0            | \$0                          | \$45,402                                      | \$40,862                                      | \$40,862   |
| 791           | Owl Charter Academy          | \$0   | 0.0%   | \$0  | 0                  | 0            | \$0.00        | \$0            | 0%                                    | 0%                                     | FALSE                                      | \$0  | \$0                                  | \$0            | \$0                          | \$59,000                                      | \$53,100                                      | \$53,100   |
| <b>Totals</b> |                              | <b>\$4,464</b>                                      | <b>0.2%</b>  | <b>\$2,178,132</b>   | <b>0</b>           | <b>4,190</b> |               |                |                                       |  |  | <b>\$1,859,745</b>   | <b>\$1,864,209</b>                   | <b>\$5,589</b> | <b>\$0</b>                   | <b>\$700,732</b>                              | <b>\$460,884</b>                              | <b>\$1,462,937</b>                               |

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**STATE DEPARTMENT OF EDUCATION**  
**JUNE 23, 2011**

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**SUBJECT**

Request for Waiver of 103% Student Transportation Funding Cap for Moscow School District

**REFERENCE**

June, 2010

Board approved request for waiver, with new cap set at 116% for fiscal year 2009.

**APPLICABLE STATUTE, RULE, OR POLICY**

Section 33-1006, Idaho Code

**BACKGROUND/DISCUSSION**

During the 2001 legislative session, 33-1006, Idaho Code, was amended. The amendment created a student transportation funding cap; affecting school districts that exceed (by 103%) the statewide average cost per mile and cost per rider. The 2007 and 2009 Legislatures further amended this language to provide clear, objective criteria that defines when a district may qualify to be reimbursed for expenses above the cap, and how much. These new criteria designate certain bus runs as “hardship” runs, and allow the district to receive a higher cap, based on the percentage of the district’s bus runs that are so categorized.

As of May 6, 2011, there were seventeen school districts and/or charter schools negatively affected by the pupil transportation funding cap: Meridian (\$423,125) Meadows Valley (\$15,716), Plummer-Worley (\$35,005), Blaine County (\$14,263), Garden Valley (\$29,835), Basin (\$6,660), Nampa (\$188,604), Soda Springs (\$18,738), Wendell (\$49,043), Valley (\$6,279), Moscow (\$16,373), Kellogg (\$12,849), Wallace (\$17,821), Murtaugh (\$4,833), McCall-Donnelly (\$93,000), Liberty (\$1,075), and Blackfoot Community Charter (\$3,335).

Of these 17, only three have routes that meet the statutory requirements of a hardship bus run, which would allow the Board to grant a waiver. These include Garden Valley, Moscow, and Wallace school districts. Of these three districts all have applied for a waiver from the student transportation funding cap.

Requests from various school districts for a waiver of the 103% funding cap as provided in Section 33-1006, Idaho Code, have been received by the State Department of Education. This waiver was reviewed and met at least two of the criteria for at least one hardship bus run applied for and is submitted to the State Board of Education for consideration. Moscow School District submitted two school bus routes that met the required criteria. This represents 13.0% of the bus runs operated by the district. When added to the 103% funding cap, as provided by law, this would allow the Board to increase their funding cap to a maximum of 116%. The district is over the 103% funding cap by 3.7%, therefore the request is for an additional 3.7%, for a total funding cap of 106.7%.

**STATE DEPARTMENT OF EDUCATION**  
**JUNE 23, 2011**

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**IMPACT**

\$16,373 distributed from the public school appropriation.

**ATTACHMENTS**

Attachment 1 – Funding Cap Appeal Application

Page 3

Attachment 2 – SDE 103% Funding Cap Model

Page 5

**BOARD ACTION**

A motion to approve the request by the Moscow School District for a waiver of the 103% transportation funding cap, at a new cap percentage rate for fiscal year 2010 of 106.7%.

Moved by \_\_\_\_\_ Seconded by \_\_\_\_\_ Carried Yes \_\_\_\_\_ No \_\_\_\_\_



STATE DEPARTMENT OF EDUCATION  
JUNE 23, 2011



STATE DEPARTMENT OF EDUCATION

P.O. BOX 83720  
BOISE, IDAHO 83720-0027

TOM LUNA  
STATE SUPERINTENDENT  
PUBLIC INSTRUCTION

Division of Student Transportation

103% Funding Cap Appeal Application for Fiscal Year:

Use Tab Key To Enter Data

2010

District Name: **Moscow School District**

Number: **#281**

Date: **January 19, 2011**

The school district identified above is subject to a pupil transportation funding cap in accordance to 33-1006, Idaho Code, and is appealing to the State Board of Education for relief from financial penalty due to a hardship bus run(s). To qualify, such bus run(s) shall meet at least two (2) of the following criteria:  
(Please check all applicable boxes by using mouse key).

- ☒ Number of student riders per mile is less than 50% of the statewide average number of student riders per mile (see cell E5 on Funding Cap Model).
- ☐ Less than a majority of the miles on the hardship bus run(s) are by paved surface, concrete or asphalt, road
- ☒ Over 10% of the miles driven on the hardship bus run(s) are a 5% slope or greater

The district is requesting a funding rate increase of **13.30** % more than the 103% percentage rate limit, necessary to eliminate its funding cap penalty, in accordance to 33-1006, Idaho Code. The State Board of Education may set a new limit that is greater than 103%, but is less than the percentile limit requested by the school district. However, the percentage increase in the 103% cap shall not exceed the percentage of the district's bus runs that qualify as a hardship bus run.

Please provide detailed justification and rationale for this request and appeal. Report the total number of bus routes and detailed information on the routes that are potentially considered hardship bus runs. If necessary, attach supporting information and documentation. Save document prior to submitting electronically. Submit to SDE by February 1, 2011.

*Moscow School District's route 101 meets the requirements for the funding cap appeal as checked above. This route averages 37 students per 86 mile daily run, which equals .43 students per mile. This is below the state requirement of less than .80 student riders per mile. Route 101 has 28 miles of road with a 5% or greater slope which equals 33% of the route. This is greater than the state minimum of 10% of the miles driven on the hardship route. We have 15 bus routes, therefore this route represents 6.6% of our routes.*

*Moscow School District's route 102 also meets the requirements for the funding cap appeal as checked above. This route averages 55 students per 74 mile daily run, which equals .74 students per mile. This is below the state requirement of less than .80 student riders per mile. Route 102 has 11 miles of road with a 5% or greater slope which equals 15% of the route. This is greater than the state minimum of 10% of the miles driven on the hardship route. This route represents 6.6% of our routes.*

Superintendent Signature: 

Date: **01/19/11**

Shaded Area Below is for State Department of Education Use Only

The State Board of Education approved ☐ disapproved ☐ the district's appeal and request at its regularly scheduled meeting on  at a Funding Cap Rate of  % greater than the 103% percentage rate limit, necessary to eliminate the funding cap penalty.

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STATE DEPARTMENT OF EDUCATION  
JUNE 22-23, 2011

| Pupil Transportation Funding Formula Capped at Legislatively Mandated Percent of State Average Cost Per Mile and Cost Per Rider |                         |                         |               |
|---|-------------------------|-------------------------|---------------|
| Fiscal Year 2010 Data - Approved Costs Reimbursed in Fiscal Year 2011 (Seventh Capped Year)                                     |                         |                         |               |
| Set percentage cap to apply to statewide average  | 103%                    | Riders per Mile         | 1.6           |
| Revised: 05/06/2011 Preliminary   |                         |                         |               |
| Statewide Averages before cap   | Cost Per Mile<br>\$3.48 | Cost Per Rider<br>\$804 |               |
| Statewide Averages after cap  | \$3.58                  | \$828                   |               |
| Total Savings From Cap  | \$941,019               | Capped Reimb.           | Actual Reimb. |
| Savings Following Appeals & State Board Action  | \$941,019               | \$72,310,001            | \$73,251,020  |

| District # | District Name                  | District Funding Capped - Reimbursement Reduced By: | Percent of Reimbursement Loss Subsequent to Cap Impact (See Columns X & Y) | Total Adjusted Reimbursable Costs (Less In-Lieu and SDE Fee) | Reimbursable Miles | Riders | Cost Per Mile | Cost Per Rider | Cost Per Mile as a % of State Average | Cost Per Rider as a % of State Average | District Above Both State Average Measures | Capped Reimbursement @ Appropriate Percentages (plus assessment fee and in-lieu) | Total Amount Reimbursed Prior to Cap | Block Grant | Prior Year Audit Adjustments | Charter Advance Reimbursed with FY09 for FY10 | Charter Advance Reimbursed with FY10 for FY11 | Final Payment Amount with 10% Cut (2010 SB 1418) |
|------------|--------------------------------|---|--|--|--------------------|--------|---------------|----------------|---------------------------------------|--|--|--|--------------------------------------|-------------|------------------------------|---|---|--|
| 001        | BOISE INDEPENDENT DISTRICT     | \$0   | 0.0%   | \$6,761,620  | 2,017,233          | 6,427  | \$3.35        | \$1,052        | 96%                                   | 131%                                   | FALSE                                      | \$4,014,673  | \$4,014,673                          | \$1,817,713 | \$0                          |   |   | \$5,249,147                                      |
| 002        | MERIDIAN JOINT DISTRICT        | \$423,125   | 6.3%   | \$11,840,109   | 2,967,150          | 13,405 | \$3.99        | \$883          | 115%                                  | 110%                                   | TRUE                                       | \$6,270,353  | \$6,693,478                          | \$3,281,973 | \$0                          |   |   | \$8,597,093                                      |
| 003        | KUNA JOINT DISTRICT            | \$0   | 0.0%   | \$1,272,105  | 346,234            | 1,661  | \$3.67        | \$766          | 105%                                  | 95%                                    | FALSE                                      | \$758,580  | \$758,580                            | \$351,028   | \$0                          |   |   | \$998,647  |
| 011        | MEADOWS VALLEY DISTRICT        | \$15,716  | 28.4%  | \$93,436   | 18,624             | 45     | \$5.02        | \$2,076        | 144%                                  | 258%                                   | TRUE                                       | \$39,672   | \$55,368                             | \$21,418    | \$0                          |   |   | \$54,981   |
| 013        | COUNCIL DISTRICT               | \$0   | 0.0%   | \$65,700   | 24,262             | 57     | \$2.71        | \$1,153        | 78%                                   | 143%                                   | FALSE                                      | \$42,398   | \$42,398                             | \$15,976    | \$0                          |   |   | \$52,537   |
| 021        | MARSH VALLEY JOINT DISTRICT    | \$0   | 0.0%   | \$415,714  | 148,603            | 673    | \$2.80        | \$618          | 80%                                   | 77%                                    | FALSE                                      | \$270,198  | \$270,198                            | \$89,375    | \$0                          |   |   | \$323,616  |
| 025        | POCATELLO DISTRICT             | \$0   | 0.0%   | \$2,536,985  | 793,791            | 4,140  | \$3.20        | \$613          | 92%                                   | 76%                                    | FALSE                                      | \$1,474,552  | \$1,474,552                          | \$666,192   | \$0                          |   |   | \$1,926,670                                      |
| 033        | BEAR LAKE COUNTY DISTRICT      | \$0   | 0.0%   | \$464,200  | 165,978            | 458    | \$2.80        | \$1,014        | 80%                                   | 126%                                   | FALSE                                      | \$286,290  | \$286,290                            | \$113,685   | \$0                          |   |   | \$359,978  |
| 041        | ST MARIES JOINT DISTRICT       | \$0   | 0.0%   | \$652,732  | 198,477            | 410    | \$3.29        | \$1,592        | 95%                                   | 198%                                   | FALSE                                      | \$386,455  | \$386,455                            | \$152,074   | \$0                          |   |   | \$484,676  |
| 044        | PLUMMER-WORLEY JOINT DISTRICT  | \$35,005  | 18.0%  | \$317,075  | 72,564             | 173    | \$4.37        | \$1,833        | 126%                                  | 228%                                   | TRUE                                       | \$159,937  | \$194,942                            | \$87,218    | \$0                          |   |   | \$222,440  |
| 052        | SNAKE RIVER DISTRICT           | \$0   | 0.0%   | \$672,798  | 301,538            | 1,078  | \$2.23        | \$624          | 64%                                   | 78%                                    | FALSE                                      | \$402,805  | \$402,805                            | \$174,427   | \$0                          |   |   | \$519,509  |
| 055        | BLACKFOOT DISTRICT             | \$0   | 0.0%   | \$1,541,477  | 427,878            | 1,865  | \$3.60        | \$827          | 103%                                  | 103%                                   | FALSE                                      | \$916,585  | \$916,585                            | \$408,696   | \$0                          |   |   | \$1,192,753                                      |
| 058        | ABERDEEN DISTRICT              | \$0   | 0.0%   | \$296,167  | 104,169            | 337    | \$2.84        | \$879          | 82%                                   | 109%                                   | FALSE                                      | \$179,257  | \$179,257                            | \$70,384    | \$0                          |   |   | \$224,677  |
| 059        | FIRTH DISTRICT                 | \$0   | 0.0%   | \$263,904  | 99,711             | 446    | \$2.65        | \$592          | 76%                                   | 74%                                    | FALSE                                      | \$165,484  | \$165,484                            | \$61,994    | \$0                          |   |   | \$204,730  |
| 060        | SHELLEY JOINT DISTRICT         | \$0   | 0.0%   | \$513,376  | 155,358            | 1,139  | \$3.30        | \$451          | 95%                                   | 56%                                    | FALSE                                      | \$315,915  | \$315,915                            | \$122,193   | \$0                          |   |   | \$394,297  |
| 061        | BLAINE COUNTY DISTRICT         | \$14,263  | 1.9%   | \$1,286,421  | 352,313            | 1,282  | \$3.65        | \$1,003        | 105%                                  | 125%                                   | TRUE                                       | \$748,032  | \$762,295                            | \$317,336   | \$0                          |   |   | \$958,831  |
| 071        | GARDEN VALLEY DISTRICT         | \$29,835  | 20.6%  | \$229,860  | 50,022             | 100    | \$4.60        | \$2,299        | 132%                                  | 286%                                   | TRUE                                       | \$115,118  | \$144,953                            | \$56,339    | \$0                          |   |   | \$154,311  |
| 072        | BASIN SCHOOL DISTRICT          | \$6,660   | 4.6%   | \$242,960  | 64,464             | 188    | \$3.77        | \$1,292        | 108%                                  | 161%                                   | TRUE                                       | \$138,249  | \$144,909                            | \$59,469    | \$0                          |   |   | \$177,946  |
| 073        | HORSESHOE BEND SCHOOL DISTRICT | \$0   | 0.0%   | \$96,076   | 23,046             | 129    | \$4.17        | \$745          | 120%                                  | 93%                                    | FALSE                                      | \$61,015   | \$61,015                             | \$22,139    | \$0                          |   |   | \$74,839   |
| 083        | WEST BONNER COUNTY DISTRICT    | \$0   | 0.0%   | \$515,182  | 197,922            | 671    | \$2.60        | \$768          | 75%                                   | 96%                                    | FALSE                                      | \$312,051  | \$312,051                            | \$130,949   | \$0                          |   |   | \$398,700  |
| 084        | LAKE PEND OREILLE DISTRICT     | \$0   | 0.0%   | \$1,568,762  | 573,905            | 1,246  | \$2.73        | \$1,259        | 78%                                   | 157%                                   | FALSE                                      | \$950,225  | \$950,225                            | \$370,616   | \$0                          |   |   | \$1,188,757                                      |
| 091        | IDAHO FALLS DISTRICT           | \$0   | 0.0%   | \$2,390,364  | 586,050            | 3,671  | \$4.08        | \$651          | 117%                                  | 81%                                    | FALSE                                      | \$1,373,625  | \$1,373,625                          | \$672,971   | \$0                          |   |   | \$1,841,936                                      |
| 092        | SWAN VALLEY ELEMENTARY DIST    | \$0   | 0.0%   | \$86,960   | 33,894             | 55     | \$2.57        | \$1,581        | 74%                                   | 197%                                   | FALSE                                      | \$60,982   | \$60,982                             | \$27,218    | \$0                          |   |   | \$79,380   |
| 093        | BONNEVILLE JOINT DISTRICT      | \$0   | 0.0%   | \$2,347,614  | 623,564            | 4,468  | \$3.76        | \$525          | 108%                                  | 65%                                    | FALSE                                      | \$1,360,200  | \$1,360,200                          | \$613,660   | \$0                          |   |   | \$1,776,474                                      |
| 101        | BOUNDARY COUNTY DISTRICT       | \$0   | 0.0%   | \$660,240  | 229,804            | 772    | \$2.87        | \$955          | 82%                                   | 106%                                   | FALSE                                      | \$413,148  | \$413,148                            | \$174,036   | \$0                          |   |   | \$528,466  |
| 111        | BUTTE COUNTY JOINT DISTRICT    | \$0   | 0.0%   | \$266,280  | 89,053             | 192    | \$2.99        | \$1,387        | 86%                                   | 173%                                   | FALSE                                      | \$171,005  | \$171,005                            | \$61,591    | \$0                          |   |   | \$209,336  |
| 121        | CAMAS COUNTY DISTRICT          | \$0   | 0.0%   | \$88,531   | 45,947             | 56     | \$1.93        | \$1,581        | 55%                                   | 197%                                   | FALSE                                      | \$56,824   | \$56,824                             | \$19,533    | \$0                          |   |   | \$68,721   |
| 131        | NAMPA SCHOOL DISTRICT          | \$188,604   | 5.5%   | \$5,804,251  | 1,113,163          | 6,599  | \$5.21        | \$880          | 150%                                  | 109%                                   | TRUE                                       | \$3,252,584  | \$3,441,188                          | \$1,304,596 | \$0                          |   |   | \$4,101,462                                      |
| 132        | CALDWELL DISTRICT              | \$1   | 0.0%   | \$2,590,334  | 412,650            | 3,118  | \$6.28        | \$831          | 180%                                  | 103%                                   | TRUE                                       | \$1,537,199  | \$1,537,200                          | \$661,021   | \$0                          |   |   | \$1,978,398                                      |
| 133        | WILDER DISTRICT                | \$0   | 0.0%   | \$176,721  | 49,055             | 178    | \$3.60        | \$993          | 103%                                  | 124%                                   | TRUE                                       | \$104,407  | \$104,407                            | \$35,804    | \$0                          |   |   | \$126,190  |
| 134        | MIDDLETON DISTRICT             | \$0   | 0.0%   | \$982,537  | 202,327            | 1,264  | \$4.86        | \$777          | 140%                                  | 97%                                    | FALSE                                      | \$583,016  | \$583,016                            | \$264,752   | \$0                          |   |   | \$762,991  |
| 135        | NOTUS DISTRICT                 | \$0   | 0.0%   | \$134,660  | 51,516             | 195    | \$2.61        | \$691          | 75%                                   | 86%                                    | FALSE                                      | \$85,373   | \$85,373                             | \$29,588    | \$0                          |   |   | \$103,465  |
| 136        | MELBA JOINT DISTRICT           | \$0   | 0.0%   | \$268,448  | 87,233             | 320    | \$3.08        | \$839          | 89%                                   | 104%                                   | FALSE                                      | \$168,477  | \$168,477                            | \$68,617    | \$0                          |   |   | \$213,385  |
| 137        | PARMA DISTRICT                 | \$0   | 0.0%   | \$500,856  | 171,243            | 474    | \$2.92        | \$1,057        | 84%                                   | 131%                                   | FALSE                                      | \$296,536  | \$296,536                            | \$117,955   | \$0                          |   |   | \$373,042  |
| 139        | VALIUVUE SCHOOL DISTRICT       | \$0   | 0.0%   | \$2,888,712  | 764,789            | 3,752  | \$3.78        | \$770          | 109%                                  | 96%                                    | FALSE                                      | \$1,714,181  | \$1,714,181                          | \$733,296   | \$0                          |   |   | \$2,202,729                                      |
| 148        | GRACE JOINT DISTRICT           | \$0   | 0.0%   | \$253,142  | 82,868             | 189    | \$3.05        | \$1,339        | 88%                                   | 167%                                   | FALSE                                      | \$164,600  | \$164,600                            | \$40,926    | \$0                          |   |   | \$184,973  |
| 149        | NORTH GEM DISTRICT             | \$0   | 0.0%   | \$116,080  | 38,369             | 99     | \$3.03        | \$1,173        | 87%                                   | 146%                                   | FALSE                                      | \$81,236   | \$81,236                             | \$16,005    | \$0                          |   |   | \$87,517   |
| 150        | SODA SPRINGS JOINT DISTRICT    | \$18,738  | 9.2%   | \$286,614  | 65,445             | 309    | \$4.38        | \$928          | 126%                                  | 115%                                   | TRUE                                       | \$183,918  | \$202,656                            | \$70,204    | \$0                          |   |   | \$228,710  |
| 151        | CASSIA COUNTY JOINT DISTRICT   | \$0   | 0.0%   | \$1,423,308  | 498,565            | 2,101  | \$2.85        | \$677          | 82%                                   | 84%                                    | FALSE                                      | \$876,094  | \$876,094                            | \$350,312   | \$0                          |   |   | \$1,103,765                                      |
| 161        | CLARK COUNTY DISTRICT          | \$0   | 0.0%   | \$92,970   | 43,040             | 65     | \$2.16        | \$1,430        | 62%                                   | 178%                                   | FALSE                                      | \$57,322   | \$57,322                             | \$25,057    | \$0                          |   |   | \$74,141   |



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| Dst # | District Name                  | District Funding Capped - Reimbursement Reduced By | Percent of Reimbursement Loss Subsequent to Cap Impact (See Columns X & Y) | Total Adjusted Reimbursable Costs (Less In-Lieu and SDE Fee) | Reimbursable Miles | Riders | Cost Per Mile | Cost Per Rider | Cost Per Mile as a % of State Average | Cost Per Rider as a % of State Average | District Above Both State Average Measures | Capped Reimbursement @ Appropriate Percentages (plus assessment fee and in-lieu) | Total Amount Reimbursed Prior to Cap | Block Grant | Prior Year Audit Adjustments | Charter Advance Reimbursed with FY09 for FY10 | Charter Advance Reimbursed with FY10 for FY11 | Final Payment Amount with 10% Cut (2010 SB 1418) |
|-------|--------------------------------|--|--|--|--------------------|--------|---------------|----------------|---------------------------------------|--|--|--|--------------------------------------|-------------|------------------------------|---|---|--|
| 171   | OROFINO JOINT DISTRICT         | \$0  | 0.0%   | \$555,021  | 163,898            | 586    | \$3.39        | \$947          | 97%                                   | 118%                                   | FALSE                                      | \$341,198  | \$341,198                            | \$129,688   | \$0                          |   |   | \$423,797  |
| 181   | CHALLIS JOINT DISTRICT         | \$0  | 0.0%   | \$264,411  | 80,762             | 159    | \$3.27        | \$1,663        | 94%                                   | 207%                                   | FALSE                                      | \$161,140  | \$161,140                            | \$66,592    | \$0                          |   |   | \$204,959  |
| 182   | MACKAY JOINT DISTRICT          | \$0  | 0.0%   | \$176,627  | 62,114             | 83     | \$2.84        | \$2,128        | 82%                                   | 265%                                   | FALSE                                      | \$112,622  | \$112,622                            | \$41,969    | \$0                          |   |   | \$139,132  |
| 192   | GLENNS FERRY JOINT DISTRICT    | \$0  | 0.0%   | \$217,785  | 82,169             | 244    | \$2.65        | \$893          | 76%                                   | 111%                                   | FALSE                                      | \$133,342  | \$133,342                            | \$47,059    | \$0                          |   |   | \$162,361  |
| 193   | MOUNTAIN HOME DISTRICT         | \$0  | 0.0%   | \$1,115,565  | 345,149            | 1,184  | \$3.23        | \$942          | 93%                                   | 117%                                   | FALSE                                      | \$671,614  | \$671,614                            | \$296,071   | \$0                          |   |   | \$870,917  |
| 201   | PRESTON JOINT DISTRICT         | \$0  | 0.0%   | \$543,856  | 143,745            | 1,234  | \$3.78        | \$441          | 109%                                  | 55%                                    | FALSE                                      | \$355,454  | \$355,454                            | \$117,038   | \$0                          |   |   | \$425,243  |
| 202   | WEST SIDE JOINT DISTRICT       | \$0  | 0.0%   | \$181,057  | 67,551             | 349    | \$2.68        | \$519          | 77%                                   | 65%                                    | FALSE                                      | \$117,500  | \$117,500                            | \$36,740    | \$0                          |   |   | \$138,816  |
| 215   | FREMONT COUNTY JOINT DISTRICT  | \$0  | 0.0%   | \$682,584  | 230,274            | 858    | \$2.96        | \$796          | 85%                                   | 99%                                    | FALSE                                      | \$431,511  | \$431,511                            | \$191,642   | \$0                          |   |   | \$560,838  |
| 221   | EMMETT INDEPENDENT DIST        | \$0  | 0.0%   | \$1,140,134  | 316,853            | 1,334  | \$3.60        | \$855          | 103%                                  | 106%                                   | TRUE                                       | \$674,276  | \$674,276                            | \$287,337   | \$0                          |   |   | \$865,452  |
| 231   | GOODING JOINT DISTRICT         | \$0  | 0.0%   | \$324,523  | 78,406             | 506    | \$4.14        | \$641          | 119%                                  | 90%                                    | FALSE                                      | \$192,691  | \$192,691                            | \$84,669    | \$0                          |   |   | \$249,624  |
| 232   | WENDELL DISTRICT               | \$49,043   | 21.2%  | \$388,444  | 85,025             | 365    | \$4.57        | \$1,064        | 131%                                  | 132%                                   | TRUE                                       | \$182,132  | \$231,175                            | \$101,201   | \$0                          |   |   | \$255,000  |
| 233   | HAGERMAN JOINT DISTRICT        | \$0  | 0.0%   | \$84,586   | 33,147             | 90     | \$2.55        | \$940          | 73%                                   | 117%                                   | FALSE                                      | \$53,916   | \$53,916                             | \$23,556    | \$0                          |   |   | \$69,725   |
| 234   | BLISS JOINT DISTRICT           | \$0  | 0.0%   | \$80,436   | 28,287             | 97     | \$2.84        | \$829          | 103%                                  | 103%                                   | FALSE                                      | \$50,427   | \$50,427                             | \$17,032    | \$0                          |   |   | \$60,713   |
| 242   | COTTONWOOD JOINT DISTRICT      | \$0  | 0.0%   | \$165,292  | 61,140             | 211    | \$2.70        | \$783          | 78%                                   | 97%                                    | FALSE                                      | \$107,844  | \$107,844                            | \$34,115    | \$0                          |   |   | \$127,763  |
| 243   | SALMON RIVER JOINT SCHOOL DIST | \$0  | 0.0%   | \$66,163   | 33,151             | 60     | \$2.00        | \$1,103        | 57%                                   | 137%                                   | FALSE                                      | \$46,757   | \$46,757                             | \$21,253    | \$0                          |   |   | \$61,209   |
| 244   | MOUNTAIN VIEW SCHOOL DISTRICT  | \$0  | 0.0%   | \$598,201  | 192,633            | 413    | \$3.11        | \$1,448        | 89%                                   | 180%                                   | FALSE                                      | \$384,426  | \$384,426                            | \$173,043   | \$0                          |   |   | \$501,722  |
| 251   | JEFFERSON COUNTY JT DISTRICT   | \$0  | 0.0%   | \$1,622,842  | 516,062            | 2,782  | \$3.14        | \$583          | 90%                                   | 73%                                    | FALSE                                      | \$1,026,500  | \$1,026,500                          | \$471,498   | \$0                          |   |   | \$1,348,198                                      |
| 252   | RIRIE JOINT DISTRICT           | \$0  | 0.0%   | \$220,221  | 53,410             | 343    | \$4.12        | \$642          | 118%                                  | 80%                                    | FALSE                                      | \$142,490  | \$142,490                            | \$50,734    | \$0                          |   |   | \$173,902  |
| 253   | WEST JEFFERSON DISTRICT        | \$0  | 0.0%   | \$394,634  | 171,759            | 367    | \$2.30        | \$1,075        | 66%                                   | 134%                                   | FALSE                                      | \$235,551  | \$235,551                            | \$99,616    | \$0                          |   |   | \$301,650  |
| 261   | JEROME JOINT DISTRICT          | \$0  | 0.0%   | \$829,329  | 308,636            | 1,357  | \$2.69        | \$611          | 77%                                   | 76%                                    | FALSE                                      | \$492,242  | \$492,242                            | \$216,792   | \$0                          |   |   | \$638,131  |
| 262   | VALLEY DISTRICT                | \$6,279  | 2.8%   | \$375,542  | 101,841            | 331    | \$3.69        | \$1,135        | 106%                                  | 141%                                   | TRUE                                       | \$219,122  | \$225,401                            | \$86,676    | \$0                          |   |   | \$275,218  |
| 271   | COEUR D'ALENE DISTRICT         | \$0  | 0.0%   | \$2,099,086  | 610,504            | 2,924  | \$3.44        | \$718          | 99%                                   | 89%                                    | FALSE                                      | \$1,200,244  | \$1,200,244                          | \$597,804   | \$0                          |   |   | \$1,618,243                                      |
| 272   | LAKELAND DISTRICT              | \$0  | 0.0%   | \$1,331,099  | 555,910            | 1,480  | \$2.39        | \$899          | 69%                                   | 112%                                   | FALSE                                      | \$778,028  | \$778,028                            | \$361,298   | \$0                          |   |   | \$1,025,393                                      |
| 273   | POST FALLS DISTRICT            | \$0  | 0.0%   | \$1,216,461  | 314,441            | 2,277  | \$3.87        | \$534          | 111%                                  | 66%                                    | FALSE                                      | \$700,891  | \$700,891                            | \$346,560   | \$0                          |   |   | \$942,706  |
| 274   | KOOTENAI DISTRICT              | \$0  | 0.0%   | \$147,430  | 68,896             | 143    | \$2.14        | \$1,031        | 61%                                   | 128%                                   | FALSE                                      | \$92,105   | \$92,105                             | \$39,277    | \$0                          |   |   | \$118,244  |
| 281   | MOSCOW DISTRICT                | \$16,373   | 4.6%   | \$564,746  | 127,864            | 653    | \$4.42        | \$865          | 127%                                  | 108%                                   | TRUE                                       | \$339,440  | \$355,813                            | \$129,166   | \$0                          |   |   | \$421,745  |
| 282   | GENESEE JOINT DISTRICT         | \$0  | 0.0%   | \$165,515  | 56,297             | 98     | \$2.94        | \$1,689        | 84%                                   | 210%                                   | FALSE                                      | \$106,118  | \$106,118                            | \$31,871    | \$0                          |   |   | \$124,190  |
| 283   | KENDRICK JOINT DISTRICT        | \$0  | 0.0%   | \$147,116  | 52,928             | 106    | \$2.78        | \$1,388        | 80%                                   | 173%                                   | FALSE                                      | \$95,307   | \$95,307                             | \$29,652    | \$0                          |   |   | \$112,463  |
| 285   | POTLATCH DISTRICT              | \$0  | 0.0%   | \$261,075  | 77,733             | 220    | \$3.36        | \$1,187        | 97%                                   | 148%                                   | FALSE                                      | \$173,671  | \$173,671                            | \$48,679    | \$0                          |   |   | \$200,115  |
| 287   | TROY SCHOOL DISTRICT           | \$0  | 0.0%   | \$162,578  | 48,238             | 146    | \$3.37        | \$1,114        | 97%                                   | 139%                                   | FALSE                                      | \$104,179  | \$104,179                            | \$34,455    | \$0                          |   |   | \$124,771  |
| 288   | WHITEPINE JT SCHOOL DISTRICT   | \$0  | 0.0%   | \$213,826  | 86,847             | 148    | \$2.46        | \$1,445        | 71%                                   | 180%                                   | FALSE                                      | \$132,146  | \$132,146                            | \$44,969    | \$0                          |   |   | \$159,404  |
| 291   | SALMON DISTRICT                | \$0  | 0.0%   | \$217,331  | 58,585             | 263    | \$3.71        | \$826          | 107%                                  | 103%                                   | FALSE                                      | \$137,233  | \$137,233                            | \$41,551    | \$0                          |   |   | \$160,906  |
| 292   | SOUTH LEMHI DISTRICT           | \$0  | 0.0%   | \$70,834   | 28,552             | 51     | \$2.48        | \$1,389        | 71%                                   | 173%                                   | FALSE                                      | \$50,961   | \$50,961                             | \$21,650    | \$0                          |   |   | \$65,350   |
| 302   | NEZPERCE JOINT DISTRICT        | \$0  | 0.0%   | \$104,825  | 43,971             | 44     | \$2.38        | \$2,382        | 68%                                   | 296%                                   | FALSE                                      | \$68,510   | \$68,510                             | \$22,499    | \$0                          |   |   | \$81,908   |
| 304   | KAMIAH JOINT DISTRICT          | \$0  | 0.0%   | \$137,597  | 41,925             | 196    | \$3.28        | \$702          | 94%                                   | 87%                                    | FALSE                                      | \$84,140   | \$84,140                             | \$34,323    | \$0                          |   |   | \$106,617  |
| 305   | HIGHLAND JOINT DISTRICT        | \$0  | 0.0%   | \$236,187  | 65,904             | 67     | \$3.58        | \$3,525        | 103%                                  | 438%                                   | FALSE                                      | \$140,463  | \$140,463                            | \$57,557    | \$0                          |   |   | \$178,218  |
| 312   | SHOSHONE JOINT DISTRICT        | \$0  | 0.0%   | \$151,030  | 40,030             | 309    | \$3.77        | \$489          | 108%                                  | 61%                                    | FALSE                                      | \$101,056  | \$101,056                            | \$35,119    | \$0                          |   |   | \$122,558  |
| 314   | DIETRICH DISTRICT              | \$0  | 0.0%   | \$33,757   | 20,562             | 78     | \$1.64        | \$433          | 47%                                   | 54%                                    | FALSE                                      | \$19,375   | \$19,375                             | \$18,717    | \$0                          |   |   | \$34,283   |
| 316   | RICHFIELD DISTRICT             | \$0  | 0.0%   | \$63,006   | 23,125             | 91     | \$2.72        | \$692          | 78%                                   | 86%                                    | FALSE                                      | \$41,929   | \$41,929                             | \$12,354    | \$0                          |   |   | \$48,855   |
| 321   | MADISON DISTRICT               | \$0  | 0.0%   | \$1,301,950  | 365,338            | 2,607  | \$3.56        | \$499          | 102%                                  | 62%                                    | FALSE                                      | \$775,073  | \$775,073                            | \$339,206   | \$0                          |   |   | \$1,002,851                                      |
| 322   | SUGAR-SALEM JOINT DISTRICT     | \$0  | 0.0%   | \$385,977  | 124,953            | 708    | \$3.09        | \$545          | 89%                                   | 68%                                    | FALSE                                      | \$234,240  | \$234,240                            | \$88,277    | \$0                          |   |   | \$290,265  |
| 331   | MINDOKA COUNTY JOINT DISTRICT  | \$0  | 0.0%   | \$1,310,433  | 578,265            | 1,977  | \$2.27        | \$663          | 65%                                   | 82%                                    | FALSE                                      | \$770,604  | \$770,604                            | \$390,953   | \$0                          |   |   | \$1,045,401                                      |
| 340   | LEWISTON INDEPENDENT DISTRICT  | \$0  | 0.0%   | \$1,099,606  | 335,136            | 1,559  | \$3.28        | \$705          | 94%                                   | 88%                                    | FALSE                                      | \$646,648  | \$646,648                            | \$336,543   | \$0                          |   |   | \$884,872  |
| 341   | LAPWAI DISTRICT                | \$0  | 0.0%   | \$187,549  | 56,874             | 144    | \$3.30        | \$1,302        | 95%                                   | 162%                                   | FALSE                                      | \$118,285  | \$118,285                            | \$37,974    | \$0                          |   |   | \$140,633  |
| 342   | CULDESAC JOINT DISTRICT        | \$0  | 0.0%   | \$68,625   | 25,604             | 36     | \$2.68        | \$1,906        | 77%                                   | 237%                                   | FALSE                                      | \$41,248   | \$41,248                             | \$20,636    | \$0                          |   |   | \$55,696   |
| 351   | ONEIDA COUNTY DISTRICT         | \$0  | 0.0%   | \$251,362  | 109,321            | 420    | \$2.30        | \$598          | 66%                                   | 74%                                    | FALSE                                      | \$166,043  | \$166,043                            | \$52,046    | \$0                          |   |   | \$196,280  |
| 363   | MARSING JOINT DISTRICT         | \$0  | 0.0%   | \$328,601  | 94,834             | 412    | \$3.47        | \$798          | 100%                                  | 99%                                    | FALSE                                      | \$192,879  | \$192,879                            | \$90,361    | \$0                          |   |   | \$254,916  |
| 365   | BRUNEAU-GRAND VIEW JOINT DIST  | \$0  | 0.0%   | \$232,379  | 124,710            | 216    | \$1.86        | \$1,076        | 53%                                   | 134%                                   | FALSE                                      | \$158,897  | \$158,897                            | \$65,063    | \$0                          |   |   | \$201,564  |
| 370   | HOMEDALE JOINT DISTRICT        | \$0  | 0.0%   | \$412,629  | 126,678            | 638    | \$3.26        | \$647          | 94%                                   | 80%                                    | FALSE                                      | \$254,594  | \$254,594                            | \$91,278    | \$0                          |   |   | \$311,285  |
| 371   | PAYETTE JOINT DISTRICT         | \$0  | 0.0%   | \$336,822  | 90,211             | 808    | \$3.73        | \$417          | 107%                                  | 52%                                    | FALSE                                      | \$209,360  | \$209,360                            | \$87,397    | \$333                        |   |   | \$267,414  |
| 372   | NEW PLYMOUTH DISTRICT          | \$0  | 0.0%   | \$278,448  | 79,935             | 372    | \$3.48        | \$749          | 100%                                  | 93%                                    | FALSE                                      | \$171,369  | \$171,369                            | \$64,463    | \$0                          |   |   | \$212,249  |
| 373   | FRUITLAND DISTRICT             | \$0  | 0.0%   | \$305,236  | 84,598             | 635    | \$3.61        | \$481          | 104%                                  | 60%                                    | FALSE                                      | \$183,118  | \$183,118                            | \$80,095    | \$0                          |   |   | \$236,892  |
| 381   | AMERICAN FALLS JOINT DISTRICT  | \$0  | 0.0%   | \$614,550  | 209,094            | 450    | \$2.94        | \$1,366        | 84%                                   | 170%                                   | FALSE                                      | \$392,747  | \$392,747                            | \$138,324   | \$0                          |   |   | \$477,964  |
| 382   | ROCKLAND DISTRICT              | \$0  | 0.0%   | \$49,017   | 27,556             | 65     | \$1.78        | \$754          | 51%                                   | 94%                                    | FALSE                                      | \$32,265   | \$32,265                             | \$9,610     | \$0                          |   |   | \$37,688   |
| 383   | ARBON ELEMENTARY DISTRICT      | \$0  | 0.0%   | \$55,508   | 22,828             | 17     | \$2.43        | \$3,285        | 70%                                   | 406%                                   | FALSE                                      | \$33,558   | \$33,558                             | \$12,772    | \$0                          |   |   | \$41,697   |
| 391   | KELLOGG JOINT DISTRICT         | \$12,849   | 2.8%   | \$757,486  | 205,007            | 716    | \$3.69        | \$1,058        | 106%                                  | 132%                                   | TRUE                                       | \$446,942  | \$459,791                            | \$169,269   | \$0                          |   |   | \$554,590  |



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|---------------|---|---|--|--|--------------------|----------------|---------------|----------------|---------------------------------------|--|--|--|--------------------------------------|---------------------|------------------------------|---|---|--|
| 392           | MULLAN DISTRICT                             | \$0   | 0.0%   | \$15,180   | 7,370              | 24             | \$2.06        | \$633          | 59%                                   | 79%                                    | FALSE                                      | \$9,602  | \$9,602                              | \$4,703             | \$0                          |   |   | \$12,875   |
| 393           | WALLACE DISTRICT                            | \$17,821  | 8.0%   | \$367,233  | 93,899             | 290            | \$3.91        | \$1,266        | 112%                                  | 157%                                   | TRUE                                       | \$204,087  | \$221,908                            | \$75,286            | \$0                          |   |   | \$251,436  |
| 394           | AVERY SCHOOL DISTRICT                       | \$0   | 0.0%   | \$123,906  | 35,945             | 21             | \$3.45        | \$5,900        | 99%                                   | 734%                                   | FALSE                                      | \$70,183   | \$70,183                             | \$41,708            | \$0                          |   |   | \$100,702  |
| 401           | TETON COUNTY DISTRICT                       | \$0   | 0.0%   | \$609,576  | 210,704            | 694            | \$2.89        | \$878          | 83%                                   | 109%                                   | FALSE                                      | \$377,829  | \$377,829                            | \$149,016           | \$0                          |   |   | \$474,161  |
| 411           | TWIN FALLS DISTRICT                         | \$0   | 0.0%   | \$1,305,326  | 319,245            | 1,714          | \$4.09        | \$762          | 118%                                  | 95%                                    | FALSE                                      | \$774,529  | \$774,529                            | \$316,875           | \$0                          |   |   | \$982,264  |
| 412           | BUHL JOINT DISTRICT                         | \$0   | 0.0%   | \$309,356  | 99,501             | 363            | \$3.11        | \$852          | 89%                                   | 106%                                   | FALSE                                      | \$182,768  | \$182,768                            | \$77,283            | \$0                          |   |   | \$234,046  |
| 413           | FILER DISTRICT                              | \$0   | 0.0%   | \$453,671  | 148,239            | 509            | \$3.06        | \$892          | 88%                                   | 111%                                   | FALSE                                      | \$274,378  | \$274,378                            | \$131,620           | \$0                          |   |   | \$365,398  |
| 414           | KIMBERLY DISTRICT                           | \$0   | 0.0%   | \$228,698  | 59,196             | 404            | \$3.86        | \$566          | 111%                                  | 70%                                    | FALSE                                      | \$148,324  | \$148,324                            | \$74,394            | \$0                          |   |   | \$200,446  |
| 415           | HANSEN DISTRICT                             | \$0   | 0.0%   | \$73,222   | 48,703             | 154            | \$1.50        | \$475          | 43%                                   | 59%                                    | FALSE                                      | \$45,198   | \$45,198                             | \$20,023            | \$0                          |   |   | \$58,699   |
| 417           | CASTLEFORD DISTRICT                         | \$0   | 0.0%   | \$154,336  | 47,588             | 133            | \$3.24        | \$1,160        | 93%                                   | 144%                                   | FALSE                                      | \$109,674  | \$109,674                            | \$39,885            | \$0                          |   |   | \$134,603  |
| 418           | MURTAUGH JOINT DISTRICT                     | \$4,833   | 5.3%   | \$137,351  | 36,274             | 148            | \$3.79        | \$928          | 109%                                  | 115%                                   | TRUE                                       | \$87,161   | \$91,994                             | \$29,889            | \$0                          |   |   | \$105,345  |
| 421           | MC CALL-DONNELLY DISTRICT                   | \$93,000  | 23.5%  | \$664,192  | 141,397            | 370            | \$4.70        | \$1,795        | 135%                                  | 223%                                   | TRUE                                       | \$301,948  | \$394,948                            | \$158,290           | \$0                          |   |   | \$414,214  |
| 422           | CASCADE DISTRICT                            | \$0   | 0.0%   | \$67,620   | 28,691             | 71             | \$2.36        | \$952          | 68%                                   | 118%                                   | FALSE                                      | \$47,534   | \$47,534                             | \$16,575            | \$0                          |   |   | \$57,698   |
| 431           | WEISER DISTRICT                             | \$0   | 0.0%   | \$331,090  | 100,776            | 614            | \$3.29        | \$539          | 95%                                   | 67%                                    | FALSE                                      | \$201,298  | \$201,298                            | \$86,074            | \$0                          |   |   | \$258,635  |
| 432           | CAMBRIDGE JOINT DISTRICT                    | \$0   | 0.0%   | \$65,382   | 28,639             | 48             | \$2.28        | \$1,362        | 66%                                   | 169%                                   | FALSE                                      | \$45,044   | \$45,044                             | \$12,837            | \$0                          |   |   | \$52,093   |
| 433           | MIDVALE DISTRICT                            | \$0   | 0.0%   | \$77,757   | 33,457             | 49             | \$2.32        | \$1,587        | 67%                                   | 197%                                   | FALSE                                      | \$47,874   | \$47,874                             | \$17,609            | \$0                          |   |   | \$58,935   |
| 451           | VICTORY CHARTER SCHOOL                      | \$0   | 0.0%   | \$104,275  | 28,122             | 230            | \$3.71        | \$453          | 107%                                  | 56%                                    | FALSE                                      | \$61,876   | \$61,876                             | \$26,019            | \$0                          | \$89,129                                      | \$53,500                                      | \$47,039   |
| 455           | COMPASS CHARTER SCHOOL                      | \$0   | 0.0%   | \$155,408  | 42,086             | 214            | \$3.69        | \$726          | 106%                                  | 90%                                    | FALSE                                      | \$92,636   | \$92,636                             | \$45,653            | \$0                          | \$132,142                                     | \$79,500                                      | \$77,082   |
| 456           | FALCON RIDGE CHARTER SCHOOL                 | \$0   | 0.0%   | \$144,807  | 38,873             | 184            | \$3.73        | \$787          | 107%                                  | 98%                                    | FALSE                                      | \$85,925   | \$85,925                             | \$40,357            | \$0                          | \$118,743                                     | \$72,006                                      | \$71,591   |
| 458           | LIBERTY CHARTER                             | \$1,075   | 1.0%   | \$189,600  | 52,228             | 195            | \$3.63        | \$972          | 104%                                  | 121%                                   | TRUE                                       | \$111,405  | \$112,480                            | \$45,734            | \$0                          |   |   | \$141,425  |
| 459           | GARDEN CITY COMMUNITY CHARTER               | \$0   | 0.0%   | \$45,942   | 19,894             | 51             | \$2.31        | \$901          | 66%                                   | 112%                                   | FALSE                                      | \$27,268   | \$27,268                             | \$12,350            | \$0                          | \$43,654                                      | \$25,679                                      | \$19,479   |
| 461           | TAYLORS CROSSING CHARTER SCHOO              | \$0   | 0.0%   | \$165,418  | 37,443             | 203            | \$4.42        | \$815          | 127%                                  | 101%                                   | FALSE                                      | \$98,127   | \$98,127                             | \$48,173            | \$0                          | \$116,103                                     | \$77,715                                      | \$97,121   |
| 462           | XAVIER CHARTER SCHOOL                       | \$0   | 0.0%   | \$173,546  | 58,237             | 259            | \$2.98        | \$670          | 86%                                   | 83%                                    | FALSE                                      | \$102,701  | \$102,701                            | \$27,566            | \$0                          | \$149,689                                     | \$70,698                                      | \$46,148   |
| 463           | VISION CHARTER SCHOOL                       | \$0   | 0.0%   | \$145,179  | 41,920             | 129            | \$3.46        | \$1,125        | 99%                                   | 140%                                   | FALSE                                      | \$86,160   | \$86,160                             | \$55,900            | \$0                          | \$118,423                                     | \$73,125                                      | \$87,086   |
| 464           | WHITE PINE CHARTER SCHOOL                   | \$0   | 0.0%   | \$82,951   | 20,161             | 158            | \$4.11        | \$525          | 118%                                  | 65%                                    | FALSE                                      | \$49,201   | \$49,201                             | \$20,753            | \$0                          |   |   | \$62,959   |
| 465           | NORTH VALLEY ACADEMY                        | \$0   | 0.0%   | \$81,150   | 33,715             | 124            | \$2.41        | \$654          | 69%                                   | 81%                                    | FALSE                                      | \$47,943   | \$47,943                             | \$21,035            | \$0                          | \$48,958                                      | \$40,605                                      | \$54,563   |
| 467           | Wings Charter Middle School                 | \$0   | 0.0%   | \$33,025   | 10,722             | 28             | \$3.08        | \$1,179        | 89%                                   | 147%                                   | FALSE                                      | \$19,511   | \$19,511                             | \$8,560             | \$0                          | \$28,071                                      | \$39,160                                      | \$35,244   |
| 468           | Idaho Science & Technology Charter          | \$0   | 0.0%   | \$60,161   | 33,041             | 73             | \$1.82        | \$824          | 52%                                   | 102%                                   | FALSE                                      | \$35,486   | \$35,486                             | \$15,651            | \$0                          | \$53,737                                      | \$24,480                                      | \$19,692   |
| 477           | Blackfoot Charter Community Learning Center | \$3,335   | 9.7%   | \$58,490   | 12,285             | 64             | \$4.76        | \$914          | 137%                                  | 114%                                   | TRUE                                       | \$31,221   | \$34,556                             | \$18,003            | \$0                          |   |   | \$44,302   |
| 559           | THOMAS JEFFERSON CHARTER                    | \$0   | 0.0%   | \$203,292  | 68,339             | 236            | \$2.97        | \$861          | 85%                                   | 107%                                   | FALSE                                      | \$120,105  | \$120,105                            | \$51,127            | \$0                          | \$172,456                                     | \$101,000                                     | \$89,798   |
| 749           | UPPER CARMEN PUBLIC CHARTER                 | \$0   | 0.0%   | \$23,264   | 4,547              | 54             | \$5.12        | \$431          | 147%                                  | 54%                                    | FALSE                                      | \$14,892   | \$14,892                             | \$6,281             | \$0                          |   |   | \$19,056   |
| 783           | North Star Charter School                   | \$0   | 0.0%   | \$296,299  | 103,418            | 460            | \$2.87        | \$644          | 82%                                   | 80%                                    | FALSE                                      | \$175,053  | \$175,053                            | \$96,537            | \$0                          | \$251,761                                     | \$151,000                                     | \$153,746  |
| 795           | IDAHO ARTS CHARTER SCHOOL                   | \$0   | 0.0%   | \$254,604  | 68,285             | 306            | \$3.73        | \$832          | 107%                                  | 103%                                   | TRUE                                       | \$151,018  | \$151,018                            | \$64,531            | \$0                          | \$204,179                                     | \$120,105                                     | \$118,328  |
| <b>Totals</b> |   | <b>\$936,555</b>                                    | <b>1.8%</b>  | <b>\$85,533,718</b>  | <b>24,544,023</b>  | <b>106,408</b> |               |                |                                       |  |  | <b>\$50,112,951</b>  | <b>\$51,049,506</b>                  | <b>\$22,110,722</b> | <b>\$333</b>                 | <b>\$1,527,045</b>                            | <b>\$928,573</b>                              | <b>\$64,463,014</b>                              |

Districts not part of FY10 state totals, but subject to Funding Cap (In-Lieu Only and Virtual)

| Dist #        | District Name                | District Funding Capped - Reimbursement Reduced By: | Percent of Reimbursement Loss Subsequent to Cap Impact (See Columns X & Y) | Total Adjusted Reimbursable Costs (Less In-Lieu and SDE Fee) | Reimbursable Miles | Riders       | Cost Per Mile | Cost Per Rider | Cost Per Mile as a % of State Average | Cost Per Rider as a % of State Average | District Above Both State Average Measures | Capped Reimbursement @ Appropriate Percentages (plus assessment fee and in-lieu) | Total Amount Reimbursed Prior to Cap | Block Grant    | Prior Year Audit Adjustments | Charter Advance Reimbursed with FY09 for FY10 | Charter Advance Reimbursed with FY10 for FY11 | Final Payment Amount with 10% Cut (2010 SB 1418) |
|---------------|------------------------------|---|--|--|--------------------|--------------|---------------|----------------|---------------------------------------|--|--|--|--------------------------------------|----------------|------------------------------|---|---|--|
| 191           | PRAIRIE ELEMENTARY DISTRICT  | \$0   | 0.0%   | \$0  | 0                  | 0            | \$0.00        | \$0            | 0%                                    | 0%                                     | FALSE                                      | \$571  | \$571                                | \$392          | \$0                          |   |   | \$867  |
| 364           | PLEASANT VALLEY ELEM DIST    | \$0   | 0.0%   | \$0  | 0                  | 0            | \$0.00        | \$0            | 0%                                    | 0%                                     | FALSE                                      | \$2,385  | \$2,385                              | \$2,203        | \$0                          |   |   | \$4,129  |
| 416           | THREE CREEK JT ELEM DISTRICT | \$0   | 0.0%   | \$0  | 0                  | 0            | \$0.00        | \$0            | 0%                                    | 0%                                     | FALSE                                      | \$5,598  | \$5,598                              | \$2,994        | \$0                          |   |   | \$7,733  |
| 452           | IDAHO VIRTUAL ACADEMY        | \$0   | 0.0%   | \$1,322,252  | 0                  | 3,098        | \$0.00        | \$427          | 0%                                    | 53%                                    | FALSE                                      | \$1,128,157  | \$1,128,157                          | \$0            | \$0                          |   |   | \$1,015,341                                      |
| 457           | INSPIRE VIRTUAL CHARTER      | \$0   | 0.0%   | \$308,847  | 0                  | 438          | \$0.00        | \$705          | 0%                                    | 88%                                    | FALSE                                      | \$262,520  | \$262,520                            | \$0            | \$0                          | \$264,350                                     | \$180,250                                     | \$160,578  |
| 466           | ISUCCEED VIRTUAL HIGH SCHOOL | \$4,464   | 1.0%   | \$547,033  | 0                  | 654          | \$0.00        | \$836          | 0%                                    | 104%                                   | TRUE                                       | \$460,514  | \$464,978                            | \$0            | \$0                          | \$436,382                                     | \$176,232                                     | \$180,328  |
| 474           | Monticello Montessori School | \$0   | 0.0%   | \$0  | 0                  | 0            | \$0.00        | \$0            | 0%                                    | 0%                                     | FALSE                                      | \$0  | \$0                                  | \$0            | \$0                          | \$45,402                                      | \$40,862                                      | \$40,862   |
| 791           | Owl Charter Academy          | \$0   | 0.0%   | \$0  | 0                  | 0            | \$0.00        | \$0            | 0%                                    | 0%                                     | FALSE                                      | \$0  | \$0                                  | \$0            | \$0                          | \$59,000                                      | \$53,100                                      | \$53,100   |
| <b>Totals</b> |                              | <b>\$4,464</b>                                      | <b>0.2%</b>  | <b>\$2,178,132</b>   | <b>0</b>           | <b>4,190</b> |               |                |                                       |  |  | <b>\$1,859,745</b>   | <b>\$1,864,209</b>                   | <b>\$5,589</b> | <b>\$0</b>                   | <b>\$700,732</b>                              | <b>\$460,884</b>                              | <b>\$1,462,937</b>                               |

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**STATE DEPARTMENT OF EDUCATION**  
**JUNE 23, 2011**

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**SUBJECT**

Request for Waiver of 103% Student Transportation Funding Cap for Wallace School District

**REFERENCE**

June, 2010

Board approved request for waiver, with new cap set at 117% for fiscal year 2009.

**APPLICABLE STATUTE, RULE, OR POLICY**

Section 33-1006, Idaho Code

**BACKGROUND/DISCUSSION**

During the 2001 legislative session, 33-1006, Idaho Code, was amended. The amendment created a student transportation funding cap; affecting school districts that exceed (by 103%) the statewide average cost per mile and cost per rider. The 2007 and 2009 Legislatures further amended this language to provide clear, objective criteria that defines when a district may qualify to be reimbursed for expenses above the cap, and how much. These new criteria designate certain bus runs as “hardship” runs, and allow the district to receive a higher cap, based on the percentage of the district’s bus runs that are so categorized.

As of May 6, 2011, there were seventeen school districts and/or charter schools negatively affected by the pupil transportation funding cap: Meridian (\$423,125) Meadows Valley (\$15,716), Plummer-Worley (\$35,005), Blaine County (\$14,263), Garden Valley (\$29,835), Basin (\$6,660), Nampa (\$188,604), Soda Springs (\$18,738), Wendell (\$49,043), Valley (\$6,279), Moscow (\$16,373), Kellogg (\$12,849), Wallace (\$17,821), Murtaugh (\$4,833), McCall-Donnelly (\$93,000), Liberty (\$1,075), and Blackfoot Community Charter (\$3,335).

Of these 17, only three have routes that meet the statutory requirements of a hardship bus run, which would allow the Board to grant a waiver. These include Garden Valley, Moscow, and Wallace school districts. Of these three districts all have applied for a waiver from the student transportation funding cap.

Requests from various school districts for a waiver of the 103% funding cap as provided in Section 33-1006, Idaho Code, have been received by the State Department of Education. This waiver was reviewed and met at least two of the criteria for at least one hardship bus run applied for and is submitted to the State Board of Education for consideration. Wallace School District submitted two school bus routes that met the required criteria. This represents 14.0% of the bus runs operated by the district. When added to the 103% funding cap, as provided by law, this would allow the Board to increase their funding cap to a maximum of 117%. The district is over the 103% funding cap by 8.8%, therefore the request is for an additional 8.8%, for a total funding cap of 111.8%.

**STATE DEPARTMENT OF EDUCATION  
JUNE 23, 2011**

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**IMPACT**

\$17,821 distributed from the public school appropriation.

**ATTACHMENTS**

Attachment 1 – Funding Cap Appeal Application

Page 3

Attachment 2 – SDE 103% Funding Cap Model

Page 5

**BOARD ACTION**

A motion to approve the request by the Wallace School District for a waiver of the 103% transportation funding cap, at a new cap percentage rate for the fiscal year 2010 of 111.8%.

Moved by \_\_\_\_\_ Seconded by \_\_\_\_\_ Carried Yes \_\_\_\_\_ No \_\_\_\_\_



**STATE DEPARTMENT OF EDUCATION**  
**JUNE 23, 2011**



STATE DEPARTMENT OF EDUCATION

P.O. BOX 83720  
BOISE, IDAHO 83720-0027

TOM LUNA  
STATE SUPERINTENDENT  
PUBLIC INSTRUCTION

**Division of Student Transportation**

**103% Funding Cap Appeal Application for Fiscal Year:**

**Use Tab Key To Enter Data**

**2010**

District Name: **Wallace**

Number: **393**

Date: **January 21, 2011**

The school district identified above is subject to a pupil transportation funding cap in accordance to 33-1006, Idaho Code, and is appealing to the State Board of Education for relief from financial penalty due to a hardship bus run(s). To qualify, such bus run(s) shall meet at least two (2) of the following criteria:

**(Please check all applicable boxes by using mouse key).**

- ☒ Number of student riders per mile is less than 50% of the statewide average number of student riders per mile (see cell E5 on Funding Cap Model).
- ☐ Less than a majority of the miles on the hardship bus run(s) are by paved surface, concrete or asphalt, road
- ☒ Over 10% of the miles driven on the hardship bus run(s) are a 5% slope or greater

The district is requesting a funding rate increase of **13.00** % more than the 103% percentage rate limit, necessary to eliminate its funding cap penalty, in accordance to 33-1006, Idaho Code. The State Board of Education may set a new limit that is greater than 103%, but is less than the percentile limit requested by the school district. However, the percentage increase in the 103% cap shall not exceed the percentage of the district's bus runs that qualify as a hardship bus run.

Please provide detailed justification and rationale for this request and appeal. Report the total number of bus routes and detailed information on the routes that are potentially considered hardship bus runs. If necessary, attach supporting information and documentation. **Save document prior to submitting electronically. Submit to SDE by February 1, 2011.**

**The district has one route, the Dobson Pass route that qualifies both for sparcity of riders and over 10% of miles driven are at 5% slope or more. The district had 32 total riders (16 am and 16 pm) on a route covering 118 total miles (59 am and 59 pm) computing to .27 which is less than half the State average of .75. The route covering the pass has a total of 28.4 miles of the total 118 miles, well over the 10% requiremnt. It's % is between 5.6 to 7.2%. The district has 8 route with one qualifying with two of the three criteria, which equals 13%, this is the amount Wallace school distict is appealing on the 103% funding cap.**

Superintendent Signature:

*Dr. Ed Rendell*

Date:

01/21/11

**Shaded Area Below is for State Department of Education Use Only**

The State Board of Education approved ☐ disapproved ☐ the district's appeal and request at its regularly scheduled meeting on  at a Funding Cap Rate of  % greater than the 103% percentage rate limit, necessary to eliminate the funding cap penalty.

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STATE DEPARTMENT OF EDUCATION  
JUNE 22-23, 2011

| Pupil Transportation Funding Formula Capped at Legislatively Mandated Percent of State Average Cost Per Mile and Cost Per Rider |               |                 |               |
|---|---------------|-----------------|---------------|
| Fiscal Year 2010 Data - Approved Costs Reimbursed in Fiscal Year 2011 (Seventh Capped Year)                                     |               |                 |               |
| Set percentage cap to apply to statewide average  | 103%          | Riders per Mile | 1.6           |
| Revised: 05/06/2011 Preliminary   |               |                 |               |
| Statewide Averages before cap   | Cost Per Mile | Cost Per Rider  |               |
|   | \$3.48        | \$804           |               |
| Statewide Averages after cap  | Cost Per Mile | Cost Per Rider  |               |
|   | \$3.58        | \$828           |               |
| Total Savings From Cap  | \$941,019     | Capped Reimb.   | Actual Reimb. |
| Savings Following Appeals & State Board Action  | \$941,019     | \$72,310,001    | \$73,251,020  |

| District # | District Name                  | District Funding Capped - Reimbursement Reduced By: | Percent of Reimbursement Loss Subsequent to Cap Impact (See Columns X & Y) | Total Adjusted Reimbursable Costs (Less In-Lieu and SDE Fee) | Reimbursable Miles | Riders | Cost Per Mile | Cost Per Rider | Cost Per Mile as a % of State Average | Cost Per Rider as a % of State Average | District Above Both State Average Measures | Capped Reimbursement @ Appropriate Percentages (plus assessment fee and in-lieu) | Total Amount Reimbursed Prior to Cap | Block Grant | Prior Year Audit Adjustments | Charter Advance Reimbursed with FY09 for FY10 | Charter Advance Reimbursed with FY10 for FY11 | Final Payment Amount with 10% Cut (2010 SB 1418) |
|------------|--------------------------------|---|--|--|--------------------|--------|---------------|----------------|---------------------------------------|--|--|--|--------------------------------------|-------------|------------------------------|---|---|--|
| 001        | BOISE INDEPENDENT DISTRICT     | \$0   | 0.0%   | \$6,761,620  | 2,017,233          | 6,427  | \$3.35        | \$1,052        | 96%                                   | 131%                                   | FALSE                                      | \$4,014,673  | \$4,014,673                          | \$1,817,713 | \$0                          |   |   | \$5,249,147                                      |
| 002        | MERIDIAN JOINT DISTRICT        | \$423,125   | 6.3%   | \$11,840,109   | 2,967,150          | 13,405 | \$3.99        | \$883          | 115%                                  | 110%                                   | TRUE                                       | \$6,270,353  | \$6,693,478                          | \$3,281,973 | \$0                          |   |   | \$8,597,093                                      |
| 003        | KUNA JOINT DISTRICT            | \$0   | 0.0%   | \$1,272,105  | 346,234            | 1,661  | \$3.67        | \$766          | 105%                                  | 95%                                    | FALSE                                      | \$758,580  | \$758,580                            | \$351,028   | \$0                          |   |   | \$998,647  |
| 011        | MEADOWS VALLEY DISTRICT        | \$15,716  | 28.4%  | \$93,436   | 18,624             | 45     | \$5.02        | \$2,076        | 144%                                  | 258%                                   | TRUE                                       | \$39,672   | \$55,368                             | \$21,418    | \$0                          |   |   | \$54,981   |
| 013        | COUNCIL DISTRICT               | \$0   | 0.0%   | \$65,700   | 24,262             | 57     | \$2.71        | \$1,153        | 78%                                   | 143%                                   | FALSE                                      | \$42,398   | \$42,398                             | \$15,976    | \$0                          |   |   | \$52,537   |
| 021        | MARSH VALLEY JOINT DISTRICT    | \$0   | 0.0%   | \$415,714  | 148,603            | 673    | \$2.80        | \$618          | 80%                                   | 77%                                    | FALSE                                      | \$270,198  | \$270,198                            | \$89,375    | \$0                          |   |   | \$323,616  |
| 025        | POCATELLO DISTRICT             | \$0   | 0.0%   | \$2,536,985  | 793,791            | 4,140  | \$3.20        | \$613          | 92%                                   | 76%                                    | FALSE                                      | \$1,474,552  | \$1,474,552                          | \$666,192   | \$0                          |   |   | \$1,926,670                                      |
| 033        | BEAR LAKE COUNTY DISTRICT      | \$0   | 0.0%   | \$464,200  | 165,978            | 458    | \$2.80        | \$1,014        | 80%                                   | 126%                                   | FALSE                                      | \$286,290  | \$286,290                            | \$113,685   | \$0                          |   |   | \$359,978  |
| 041        | ST MARIES JOINT DISTRICT       | \$0   | 0.0%   | \$652,732  | 198,477            | 410    | \$3.29        | \$1,592        | 95%                                   | 198%                                   | FALSE                                      | \$386,455  | \$386,455                            | \$152,074   | \$0                          |   |   | \$484,676  |
| 044        | PLUMMER-WORLEY JOINT DISTRICT  | \$35,005  | 18.0%  | \$317,075  | 72,564             | 173    | \$4.37        | \$1,833        | 126%                                  | 228%                                   | TRUE                                       | \$159,937  | \$194,942                            | \$87,218    | \$0                          |   |   | \$222,440  |
| 052        | SNAKE RIVER DISTRICT           | \$0   | 0.0%   | \$672,798  | 301,538            | 1,078  | \$2.23        | \$624          | 64%                                   | 78%                                    | FALSE                                      | \$402,805  | \$402,805                            | \$174,427   | \$0                          |   |   | \$519,509  |
| 055        | BLACKFOOT DISTRICT             | \$0   | 0.0%   | \$1,541,477  | 427,878            | 1,865  | \$3.60        | \$827          | 103%                                  | 103%                                   | FALSE                                      | \$916,585  | \$916,585                            | \$408,696   | \$0                          |   |   | \$1,192,753                                      |
| 058        | ABERDEEN DISTRICT              | \$0   | 0.0%   | \$296,167  | 104,169            | 337    | \$2.84        | \$879          | 82%                                   | 109%                                   | FALSE                                      | \$179,257  | \$179,257                            | \$70,384    | \$0                          |   |   | \$224,677  |
| 059        | FIRTH DISTRICT                 | \$0   | 0.0%   | \$263,904  | 99,711             | 446    | \$2.65        | \$592          | 76%                                   | 74%                                    | FALSE                                      | \$165,484  | \$165,484                            | \$61,994    | \$0                          |   |   | \$204,730  |
| 060        | SHELLEY JOINT DISTRICT         | \$0   | 0.0%   | \$513,376  | 155,358            | 1,139  | \$3.30        | \$451          | 95%                                   | 56%                                    | FALSE                                      | \$315,915  | \$315,915                            | \$122,193   | \$0                          |   |   | \$394,297  |
| 061        | BLAINE COUNTY DISTRICT         | \$14,263  | 1.9%   | \$1,286,421  | 352,313            | 1,282  | \$3.65        | \$1,003        | 105%                                  | 125%                                   | TRUE                                       | \$748,032  | \$762,295                            | \$317,336   | \$0                          |   |   | \$958,831  |
| 071        | GARDEN VALLEY DISTRICT         | \$29,835  | 20.6%  | \$229,860  | 50,022             | 100    | \$4.60        | \$2,299        | 132%                                  | 286%                                   | TRUE                                       | \$115,118  | \$144,953                            | \$56,339    | \$0                          |   |   | \$154,311  |
| 072        | BASIN SCHOOL DISTRICT          | \$6,660   | 4.6%   | \$242,960  | 64,464             | 188    | \$3.77        | \$1,292        | 108%                                  | 161%                                   | TRUE                                       | \$138,249  | \$144,909                            | \$59,469    | \$0                          |   |   | \$177,946  |
| 073        | HORSESHOE BEND SCHOOL DISTRICT | \$0   | 0.0%   | \$96,076   | 23,046             | 129    | \$4.17        | \$745          | 120%                                  | 93%                                    | FALSE                                      | \$61,015   | \$61,015                             | \$22,139    | \$0                          |   |   | \$74,839   |
| 083        | WEST BONNER COUNTY DISTRICT    | \$0   | 0.0%   | \$515,182  | 197,922            | 671    | \$2.60        | \$768          | 75%                                   | 96%                                    | FALSE                                      | \$312,051  | \$312,051                            | \$130,949   | \$0                          |   |   | \$398,700  |
| 084        | LAKE PEND OREILLE DISTRICT     | \$0   | 0.0%   | \$1,568,762  | 573,905            | 1,246  | \$2.73        | \$1,259        | 78%                                   | 157%                                   | FALSE                                      | \$950,225  | \$950,225                            | \$370,616   | \$0                          |   |   | \$1,188,757                                      |
| 091        | IDAHO FALLS DISTRICT           | \$0   | 0.0%   | \$2,390,364  | 586,050            | 3,671  | \$4.08        | \$651          | 117%                                  | 81%                                    | FALSE                                      | \$1,373,625  | \$1,373,625                          | \$672,971   | \$0                          |   |   | \$1,841,936                                      |
| 092        | SWAN VALLEY ELEMENTARY DIST    | \$0   | 0.0%   | \$86,960   | 33,894             | 55     | \$2.57        | \$1,581        | 74%                                   | 197%                                   | FALSE                                      | \$60,982   | \$60,982                             | \$27,218    | \$0                          |   |   | \$79,380   |
| 093        | BONNEVILLE JOINT DISTRICT      | \$0   | 0.0%   | \$2,347,614  | 623,564            | 4,468  | \$3.76        | \$525          | 108%                                  | 65%                                    | FALSE                                      | \$1,360,200  | \$1,360,200                          | \$613,660   | \$0                          |   |   | \$1,776,474                                      |
| 101        | BOUNDARY COUNTY DISTRICT       | \$0   | 0.0%   | \$660,240  | 229,804            | 772    | \$2.87        | \$955          | 82%                                   | 106%                                   | FALSE                                      | \$413,148  | \$413,148                            | \$174,036   | \$0                          |   |   | \$528,466  |
| 111        | BUTTE COUNTY JOINT DISTRICT    | \$0   | 0.0%   | \$266,280  | 89,053             | 192    | \$2.99        | \$1,387        | 86%                                   | 173%                                   | FALSE                                      | \$171,005  | \$171,005                            | \$61,591    | \$0                          |   |   | \$209,336  |
| 121        | CAMAS COUNTY DISTRICT          | \$0   | 0.0%   | \$88,531   | 45,947             | 56     | \$1.93        | \$1,581        | 55%                                   | 197%                                   | FALSE                                      | \$56,824   | \$56,824                             | \$19,533    | \$0                          |   |   | \$68,721   |
| 131        | NAMPA SCHOOL DISTRICT          | \$188,604   | 5.5%   | \$5,804,251  | 1,113,163          | 6,599  | \$5.21        | \$880          | 150%                                  | 109%                                   | TRUE                                       | \$3,252,584  | \$3,441,188                          | \$1,304,596 | \$0                          |   |   | \$4,101,462                                      |
| 132        | CALDWELL DISTRICT              | \$1   | 0.0%   | \$2,590,334  | 412,650            | 3,118  | \$6.28        | \$831          | 180%                                  | 103%                                   | TRUE                                       | \$1,537,199  | \$1,537,200                          | \$661,021   | \$0                          |   |   | \$1,978,398                                      |
| 133        | WILDER DISTRICT                | \$0   | 0.0%   | \$176,721  | 49,055             | 178    | \$3.60        | \$993          | 103%                                  | 124%                                   | TRUE                                       | \$104,407  | \$104,407                            | \$35,804    | \$0                          |   |   | \$126,190  |
| 134        | MIDDLETON DISTRICT             | \$0   | 0.0%   | \$982,537  | 202,327            | 1,264  | \$4.86        | \$777          | 140%                                  | 97%                                    | FALSE                                      | \$583,016  | \$583,016                            | \$264,752   | \$0                          |   |   | \$762,991  |
| 135        | NOTUS DISTRICT                 | \$0   | 0.0%   | \$134,660  | 51,516             | 195    | \$2.61        | \$691          | 75%                                   | 86%                                    | FALSE                                      | \$85,373   | \$85,373                             | \$29,588    | \$0                          |   |   | \$103,465  |
| 136        | MELBA JOINT DISTRICT           | \$0   | 0.0%   | \$268,448  | 87,233             | 320    | \$3.08        | \$839          | 89%                                   | 104%                                   | FALSE                                      | \$168,477  | \$168,477                            | \$68,617    | \$0                          |   |   | \$213,385  |
| 137        | PARMA DISTRICT                 | \$0   | 0.0%   | \$500,856  | 171,243            | 474    | \$2.92        | \$1,057        | 84%                                   | 131%                                   | FALSE                                      | \$296,536  | \$296,536                            | \$117,955   | \$0                          |   |   | \$373,042  |
| 139        | VALIUVUE SCHOOL DISTRICT       | \$0   | 0.0%   | \$2,888,712  | 764,789            | 3,752  | \$3.78        | \$770          | 109%                                  | 96%                                    | FALSE                                      | \$1,714,181  | \$1,714,181                          | \$733,296   | \$0                          |   |   | \$2,202,729                                      |
| 148        | GRACE JOINT DISTRICT           | \$0   | 0.0%   | \$253,142  | 82,868             | 189    | \$3.05        | \$1,339        | 88%                                   | 167%                                   | FALSE                                      | \$164,600  | \$164,600                            | \$40,926    | \$0                          |   |   | \$184,973  |
| 149        | NORTH GEM DISTRICT             | \$0   | 0.0%   | \$116,080  | 38,369             | 99     | \$3.03        | \$1,173        | 87%                                   | 146%                                   | FALSE                                      | \$81,236   | \$81,236                             | \$16,005    | \$0                          |   |   | \$87,517   |
| 150        | SODA SPRINGS JOINT DISTRICT    | \$18,738  | 9.2%   | \$286,614  | 65,445             | 309    | \$4.38        | \$928          | 126%                                  | 115%                                   | TRUE                                       | \$183,918  | \$202,656                            | \$70,204    | \$0                          |   |   | \$228,710  |
| 151        | CASSIA COUNTY JOINT DISTRICT   | \$0   | 0.0%   | \$1,423,308  | 498,565            | 2,101  | \$2.85        | \$677          | 82%                                   | 84%                                    | FALSE                                      | \$876,094  | \$876,094                            | \$350,312   | \$0                          |   |   | \$1,103,765                                      |
| 161        | CLARK COUNTY DISTRICT          | \$0   | 0.0%   | \$92,970   | 43,040             | 65     | \$2.16        | \$1,430        | 62%                                   | 178%                                   | FALSE                                      | \$57,322   | \$57,322                             | \$25,057    | \$0                          |   |   | \$74,141   |



STATE DEPARTMENT OF EDUCATION  
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| Dist # | District Name                  | District Funding Capped - Reimbursement Reduced By | Percent of Reimbursement Loss Subsequent to Cap Impact (See Columns X & Y) | Total Adjusted Reimbursable Costs (Less In-Lieu and SDE Fee) | Reimbursable Miles | Riders | Cost Per Mile | Cost Per Rider | Cost Per Mile as a % of State Average | Cost Per Rider as a % of State Average | District Above Both State Average Measures | Capped Reimbursement @ Appropriate Percentages (plus assessment fee and in-lieu) | Total Amount Reimbursed Prior to Cap | Block Grant | Prior Year Audit Adjustments | Charter Advance Reimbursed with FY09 for FY10 | Charter Advance Reimbursed with FY10 for FY11 | Final Payment Amount with 10% Cut (2010 SB 1418) |
|--------|--------------------------------|--|--|--|--------------------|--------|---------------|----------------|---------------------------------------|--|--|--|--------------------------------------|-------------|------------------------------|---|---|--|
| 171    | OROFINO JOINT DISTRICT         | \$0  | 0.0%   | \$555,021  | 163,898            | 586    | \$3.39        | \$947          | 97%                                   | 118%                                   | FALSE                                      | \$341,198  | \$341,198                            | \$129,688   | \$0                          |   |   | \$423,797  |
| 181    | CHALLIS JOINT DISTRICT         | \$0  | 0.0%   | \$264,411  | 80,762             | 159    | \$3.27        | \$1,663        | 94%                                   | 207%                                   | FALSE                                      | \$161,140  | \$161,140                            | \$66,592    | \$0                          |   |   | \$204,959  |
| 182    | MACKAY JOINT DISTRICT          | \$0  | 0.0%   | \$176,627  | 62,114             | 83     | \$2.84        | \$2,128        | 82%                                   | 265%                                   | FALSE                                      | \$112,622  | \$112,622                            | \$41,969    | \$0                          |   |   | \$139,132  |
| 192    | GLENNS FERRY JOINT DISTRICT    | \$0  | 0.0%   | \$217,785  | 82,169             | 244    | \$2.65        | \$893          | 76%                                   | 111%                                   | FALSE                                      | \$133,342  | \$133,342                            | \$47,059    | \$0                          |   |   | \$162,361  |
| 193    | MOUNTAIN HOME DISTRICT         | \$0  | 0.0%   | \$1,115,565  | 345,149            | 1,184  | \$3.23        | \$942          | 93%                                   | 117%                                   | FALSE                                      | \$671,614  | \$671,614                            | \$296,071   | \$0                          |   |   | \$870,917  |
| 201    | PRESTON JOINT DISTRICT         | \$0  | 0.0%   | \$543,856  | 143,745            | 1,234  | \$3.78        | \$441          | 109%                                  | 55%                                    | FALSE                                      | \$355,454  | \$355,454                            | \$117,038   | \$0                          |   |   | \$425,243  |
| 202    | WEST SIDE JOINT DISTRICT       | \$0  | 0.0%   | \$181,057  | 67,551             | 349    | \$2.68        | \$519          | 77%                                   | 65%                                    | FALSE                                      | \$117,500  | \$117,500                            | \$36,740    | \$0                          |   |   | \$138,816  |
| 215    | FREMONT COUNTY JOINT DISTRICT  | \$0  | 0.0%   | \$682,584  | 230,274            | 858    | \$2.96        | \$796          | 85%                                   | 99%                                    | FALSE                                      | \$431,511  | \$431,511                            | \$191,642   | \$0                          |   |   | \$560,838  |
| 221    | EMMETT INDEPENDENT DIST        | \$0  | 0.0%   | \$1,140,134  | 316,853            | 1,334  | \$3.60        | \$855          | 103%                                  | 106%                                   | TRUE                                       | \$674,276  | \$674,276                            | \$287,337   | \$0                          |   |   | \$865,452  |
| 231    | GOODING JOINT DISTRICT         | \$0  | 0.0%   | \$324,523  | 78,406             | 506    | \$4.14        | \$641          | 119%                                  | 90%                                    | FALSE                                      | \$192,691  | \$192,691                            | \$84,669    | \$0                          |   |   | \$249,624  |
| 232    | WENDELL DISTRICT               | \$49,043   | 21.2%  | \$388,444  | 85,025             | 365    | \$4.57        | \$1,064        | 131%                                  | 132%                                   | TRUE                                       | \$182,132  | \$231,175                            | \$101,201   | \$0                          |   |   | \$255,000  |
| 233    | HAGERMAN JOINT DISTRICT        | \$0  | 0.0%   | \$84,586   | 33,147             | 90     | \$2.55        | \$940          | 73%                                   | 117%                                   | FALSE                                      | \$53,916   | \$53,916                             | \$23,556    | \$0                          |   |   | \$69,725   |
| 234    | BLISS JOINT DISTRICT           | \$0  | 0.0%   | \$80,436   | 28,287             | 97     | \$2.84        | \$829          | 103%                                  | 103%                                   | FALSE                                      | \$50,427   | \$50,427                             | \$17,032    | \$0                          |   |   | \$60,713   |
| 242    | COTTONWOOD JOINT DISTRICT      | \$0  | 0.0%   | \$165,292  | 61,140             | 211    | \$2.70        | \$783          | 78%                                   | 97%                                    | FALSE                                      | \$107,844  | \$107,844                            | \$34,115    | \$0                          |   |   | \$127,763  |
| 243    | SALMON RIVER JOINT SCHOOL DIST | \$0  | 0.0%   | \$66,163   | 33,151             | 60     | \$2.00        | \$1,103        | 57%                                   | 137%                                   | FALSE                                      | \$46,757   | \$46,757                             | \$21,253    | \$0                          |   |   | \$61,209   |
| 244    | MOUNTAIN VIEW SCHOOL DISTRICT  | \$0  | 0.0%   | \$598,201  | 192,633            | 413    | \$3.11        | \$1,448        | 89%                                   | 180%                                   | FALSE                                      | \$384,426  | \$384,426                            | \$173,043   | \$0                          |   |   | \$501,722  |
| 251    | JEFFERSON COUNTY JT DISTRICT   | \$0  | 0.0%   | \$1,622,842  | 516,062            | 2,782  | \$3.14        | \$583          | 90%                                   | 73%                                    | FALSE                                      | \$1,026,500  | \$1,026,500                          | \$471,498   | \$0                          |   |   | \$1,348,198                                      |
| 252    | RIRIE JOINT DISTRICT           | \$0  | 0.0%   | \$220,221  | 53,410             | 343    | \$4.12        | \$642          | 118%                                  | 80%                                    | FALSE                                      | \$142,490  | \$142,490                            | \$50,734    | \$0                          |   |   | \$173,902  |
| 253    | WEST JEFFERSON DISTRICT        | \$0  | 0.0%   | \$394,634  | 171,759            | 367    | \$2.30        | \$1,075        | 66%                                   | 134%                                   | FALSE                                      | \$235,551  | \$235,551                            | \$99,616    | \$0                          |   |   | \$301,650  |
| 261    | JEROME JOINT DISTRICT          | \$0  | 0.0%   | \$829,329  | 308,636            | 1,357  | \$2.69        | \$611          | 77%                                   | 76%                                    | FALSE                                      | \$492,242  | \$492,242                            | \$216,792   | \$0                          |   |   | \$638,131  |
| 262    | VALLEY DISTRICT                | \$6,279  | 2.8%   | \$375,542  | 101,841            | 331    | \$3.69        | \$1,135        | 106%                                  | 141%                                   | TRUE                                       | \$219,122  | \$225,401                            | \$86,676    | \$0                          |   |   | \$275,218  |
| 271    | COEUR D'ALENE DISTRICT         | \$0  | 0.0%   | \$2,099,086  | 610,504            | 2,924  | \$3.44        | \$718          | 99%                                   | 89%                                    | FALSE                                      | \$1,200,244  | \$1,200,244                          | \$597,804   | \$0                          |   |   | \$1,618,243                                      |
| 272    | LAKELAND DISTRICT              | \$0  | 0.0%   | \$1,331,099  | 555,910            | 1,480  | \$2.39        | \$899          | 69%                                   | 112%                                   | FALSE                                      | \$778,028  | \$778,028                            | \$361,298   | \$0                          |   |   | \$1,025,393                                      |
| 273    | POST FALLS DISTRICT            | \$0  | 0.0%   | \$1,216,461  | 314,441            | 2,277  | \$3.87        | \$534          | 111%                                  | 66%                                    | FALSE                                      | \$700,891  | \$700,891                            | \$346,560   | \$0                          |   |   | \$942,706  |
| 274    | KOOTENAI DISTRICT              | \$0  | 0.0%   | \$147,430  | 68,896             | 143    | \$2.14        | \$1,031        | 61%                                   | 128%                                   | FALSE                                      | \$92,105   | \$92,105                             | \$39,277    | \$0                          |   |   | \$118,244  |
| 281    | MOSCOW DISTRICT                | \$16,373   | 4.6%   | \$564,746  | 127,864            | 653    | \$4.42        | \$865          | 127%                                  | 108%                                   | TRUE                                       | \$339,440  | \$355,813                            | \$129,166   | \$0                          |   |   | \$421,745  |
| 282    | GENESEE JOINT DISTRICT         | \$0  | 0.0%   | \$165,515  | 56,297             | 98     | \$2.94        | \$1,689        | 84%                                   | 210%                                   | FALSE                                      | \$106,118  | \$106,118                            | \$31,871    | \$0                          |   |   | \$124,190  |
| 283    | KENDRICK JOINT DISTRICT        | \$0  | 0.0%   | \$147,116  | 52,928             | 106    | \$2.78        | \$1,388        | 80%                                   | 173%                                   | FALSE                                      | \$95,307   | \$95,307                             | \$29,652    | \$0                          |   |   | \$112,463  |
| 285    | POTLATCH DISTRICT              | \$0  | 0.0%   | \$261,075  | 77,733             | 220    | \$3.36        | \$1,187        | 97%                                   | 148%                                   | FALSE                                      | \$173,671  | \$173,671                            | \$48,679    | \$0                          |   |   | \$200,115  |
| 287    | TROY SCHOOL DISTRICT           | \$0  | 0.0%   | \$162,578  | 48,238             | 146    | \$3.37        | \$1,114        | 97%                                   | 139%                                   | FALSE                                      | \$104,179  | \$104,179                            | \$34,455    | \$0                          |   |   | \$124,771  |
| 288    | WHITEPINE JT SCHOOL DISTRICT   | \$0  | 0.0%   | \$213,826  | 86,847             | 148    | \$2.46        | \$1,445        | 71%                                   | 180%                                   | FALSE                                      | \$132,146  | \$132,146                            | \$44,969    | \$0                          |   |   | \$159,404  |
| 291    | SALMON DISTRICT                | \$0  | 0.0%   | \$217,331  | 58,585             | 263    | \$3.71        | \$826          | 107%                                  | 103%                                   | FALSE                                      | \$137,233  | \$137,233                            | \$41,551    | \$0                          |   |   | \$160,906  |
| 292    | SOUTH LEMHI DISTRICT           | \$0  | 0.0%   | \$70,834   | 28,552             | 51     | \$2.48        | \$1,389        | 71%                                   | 173%                                   | FALSE                                      | \$50,961   | \$50,961                             | \$21,650    | \$0                          |   |   | \$65,350   |
| 302    | NEZPERCE JOINT DISTRICT        | \$0  | 0.0%   | \$104,825  | 43,971             | 44     | \$2.38        | \$2,382        | 68%                                   | 296%                                   | FALSE                                      | \$68,510   | \$68,510                             | \$22,499    | \$0                          |   |   | \$81,908   |
| 304    | KAMIAH JOINT DISTRICT          | \$0  | 0.0%   | \$137,597  | 41,925             | 196    | \$3.28        | \$702          | 94%                                   | 87%                                    | FALSE                                      | \$84,140   | \$84,140                             | \$34,323    | \$0                          |   |   | \$106,617  |
| 305    | HIGHLAND JOINT DISTRICT        | \$0  | 0.0%   | \$236,187  | 65,904             | 67     | \$3.58        | \$3,525        | 103%                                  | 438%                                   | FALSE                                      | \$140,463  | \$140,463                            | \$57,557    | \$0                          |   |   | \$178,218  |
| 312    | SHOSHONE JOINT DISTRICT        | \$0  | 0.0%   | \$151,030  | 40,030             | 309    | \$3.77        | \$489          | 108%                                  | 61%                                    | FALSE                                      | \$101,056  | \$101,056                            | \$35,119    | \$0                          |   |   | \$122,558  |
| 314    | DIETRICH DISTRICT              | \$0  | 0.0%   | \$33,757   | 20,562             | 78     | \$1.64        | \$433          | 47%                                   | 54%                                    | FALSE                                      | \$19,375   | \$19,375                             | \$18,717    | \$0                          |   |   | \$34,283   |
| 316    | RICHFIELD DISTRICT             | \$0  | 0.0%   | \$63,006   | 23,125             | 91     | \$2.72        | \$692          | 78%                                   | 86%                                    | FALSE                                      | \$41,929   | \$41,929                             | \$12,354    | \$0                          |   |   | \$48,855   |
| 321    | MADISON DISTRICT               | \$0  | 0.0%   | \$1,301,950  | 365,338            | 2,607  | \$3.56        | \$499          | 102%                                  | 62%                                    | FALSE                                      | \$775,073  | \$775,073                            | \$339,206   | \$0                          |   |   | \$1,002,851                                      |
| 322    | SUGAR-SALEM JOINT DISTRICT     | \$0  | 0.0%   | \$385,977  | 124,953            | 708    | \$3.09        | \$545          | 89%                                   | 68%                                    | FALSE                                      | \$234,240  | \$234,240                            | \$88,277    | \$0                          |   |   | \$290,265  |
| 331    | MINDOKA COUNTY JOINT DISTRICT  | \$0  | 0.0%   | \$1,310,433  | 578,265            | 1,977  | \$2.27        | \$663          | 65%                                   | 82%                                    | FALSE                                      | \$770,604  | \$770,604                            | \$390,953   | \$0                          |   |   | \$1,045,401                                      |
| 340    | LEWISTON INDEPENDENT DISTRICT  | \$0  | 0.0%   | \$1,099,606  | 335,136            | 1,559  | \$3.28        | \$705          | 94%                                   | 88%                                    | FALSE                                      | \$646,648  | \$646,648                            | \$336,543   | \$0                          |   |   | \$884,872  |
| 341    | LAPWAI DISTRICT                | \$0  | 0.0%   | \$187,549  | 56,874             | 144    | \$3.30        | \$1,302        | 95%                                   | 162%                                   | FALSE                                      | \$118,285  | \$118,285                            | \$37,974    | \$0                          |   |   | \$140,633  |
| 342    | CULDESAC JOINT DISTRICT        | \$0  | 0.0%   | \$68,625   | 25,604             | 36     | \$2.68        | \$1,906        | 77%                                   | 237%                                   | FALSE                                      | \$41,248   | \$41,248                             | \$20,636    | \$0                          |   |   | \$55,696   |
| 351    | ONEIDA COUNTY DISTRICT         | \$0  | 0.0%   | \$251,362  | 109,321            | 420    | \$2.30        | \$598          | 66%                                   | 74%                                    | FALSE                                      | \$166,043  | \$166,043                            | \$52,046    | \$0                          |   |   | \$196,280  |
| 363    | MARSING JOINT DISTRICT         | \$0  | 0.0%   | \$328,601  | 94,834             | 412    | \$3.47        | \$798          | 100%                                  | 99%                                    | FALSE                                      | \$192,879  | \$192,879                            | \$90,361    | \$0                          |   |   | \$254,916  |
| 365    | BRUNEAU-GRAND VIEW JOINT DIST  | \$0  | 0.0%   | \$232,379  | 124,710            | 216    | \$1.86        | \$1,076        | 53%                                   | 134%                                   | FALSE                                      | \$158,897  | \$158,897                            | \$65,063    | \$0                          |   |   | \$201,564  |
| 370    | HOMEDALE JOINT DISTRICT        | \$0  | 0.0%   | \$412,629  | 126,678            | 638    | \$3.26        | \$647          | 94%                                   | 80%                                    | FALSE                                      | \$254,594  | \$254,594                            | \$91,278    | \$0                          |   |   | \$311,285  |
| 371    | PAYETTE JOINT DISTRICT         | \$0  | 0.0%   | \$336,822  | 90,211             | 808    | \$3.73        | \$417          | 107%                                  | 52%                                    | FALSE                                      | \$209,360  | \$209,360                            | \$87,397    | \$333                        |   |   | \$267,414  |
| 372    | NEW PLYMOUTH DISTRICT          | \$0  | 0.0%   | \$278,448  | 79,935             | 372    | \$3.48        | \$749          | 100%                                  | 93%                                    | FALSE                                      | \$171,369  | \$171,369                            | \$64,463    | \$0                          |   |   | \$212,249  |
| 373    | FRUITLAND DISTRICT             | \$0  | 0.0%   | \$305,236  | 84,598             | 635    | \$3.61        | \$481          | 104%                                  | 60%                                    | FALSE                                      | \$183,118  | \$183,118                            | \$80,095    | \$0                          |   |   | \$236,892  |
| 381    | AMERICAN FALLS JOINT DISTRICT  | \$0  | 0.0%   | \$614,550  | 209,094            | 450    | \$2.94        | \$1,366        | 84%                                   | 170%                                   | FALSE                                      | \$392,747  | \$392,747                            | \$138,324   | \$0                          |   |   | \$477,964  |
| 382    | ROCKLAND DISTRICT              | \$0  | 0.0%   | \$49,017   | 27,556             | 65     | \$1.78        | \$754          | 51%                                   | 94%                                    | FALSE                                      | \$32,265   | \$32,265                             | \$9,610     | \$0                          |   |   | \$37,688   |
| 383    | ARBON ELEMENTARY DISTRICT      | \$0  | 0.0%   | \$55,508   | 22,828             | 17     | \$2.43        | \$3,285        | 70%                                   | 406%                                   | FALSE                                      | \$33,558   | \$33,558                             | \$12,772    | \$0                          |   |   | \$41,697   |
| 391    | KELLOGG JOINT DISTRICT         | \$12,849   | 2.8%   | \$757,486  | 205,007            | 716    | \$3.69        | \$1,058        | 106%                                  | 132%                                   | TRUE                                       | \$446,942  | \$459,791                            | \$169,269   | \$0                          |   |   | \$554,590  |



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| Dist #        | District Name                               | District Funding Capped - Reimbursement Reduced By: | Percent of Reimbursement Loss Subsequent to Cap Impact (See Columns X & Y) | Total Adjusted Reimbursable Costs (Less In-Lieu and SDE Fee) | Reimbursable Miles | Riders         | Cost Per Mile | Cost Per Rider | Cost Per Mile as a % of State Average | Cost Per Rider as a % of State Average | District Above Both State Average Measures | Capped Reimbursement @ Appropriate Percentages (plus assessment fee and in-lieu) | Total Amount Reimbursed Prior to Cap | Block Grant         | Prior Year Audit Adjustments | Charter Advance Reimbursed with FY09 for FY10 | Charter Advance Reimbursed with FY10 for FY11 | Final Payment Amount with 10% Cut (2010 SB 1418) |
|---------------|---|---|--|--|--------------------|----------------|---------------|----------------|---------------------------------------|--|--|--|--------------------------------------|---------------------|------------------------------|---|---|--|
| 392           | MULLAN DISTRICT                             | \$0   | 0.0%   | \$15,180   | 7,370              | 24             | \$2.06        | \$633          | 59%                                   | 79%                                    | FALSE                                      | \$9,602  | \$9,602                              | \$4,703             | \$0                          |   |   | \$12,875   |
| 393           | WALLACE DISTRICT                            | \$17,821  | 8.0%   | \$367,233  | 93,899             | 290            | \$3.91        | \$1,266        | 112%                                  | 157%                                   | TRUE                                       | \$204,087  | \$221,908                            | \$75,286            | \$0                          |   |   | \$251,436  |
| 394           | AVERY SCHOOL DISTRICT                       | \$0   | 0.0%   | \$123,906  | 35,945             | 21             | \$3.45        | \$5,900        | 99%                                   | 734%                                   | FALSE                                      | \$70,183   | \$70,183                             | \$41,708            | \$0                          |   |   | \$100,702  |
| 401           | TETON COUNTY DISTRICT                       | \$0   | 0.0%   | \$609,576  | 210,704            | 694            | \$2.89        | \$878          | 83%                                   | 109%                                   | FALSE                                      | \$377,829  | \$377,829                            | \$149,016           | \$0                          |   |   | \$474,161  |
| 411           | TWIN FALLS DISTRICT                         | \$0   | 0.0%   | \$1,305,326  | 319,245            | 1,714          | \$4.09        | \$762          | 118%                                  | 95%                                    | FALSE                                      | \$774,529  | \$774,529                            | \$316,875           | \$0                          |   |   | \$982,264  |
| 412           | BUHL JOINT DISTRICT                         | \$0   | 0.0%   | \$309,356  | 99,501             | 363            | \$3.11        | \$852          | 89%                                   | 106%                                   | FALSE                                      | \$182,768  | \$182,768                            | \$77,283            | \$0                          |   |   | \$234,046  |
| 413           | FILER DISTRICT                              | \$0   | 0.0%   | \$453,671  | 148,239            | 509            | \$3.06        | \$892          | 88%                                   | 111%                                   | FALSE                                      | \$274,378  | \$274,378                            | \$131,620           | \$0                          |   |   | \$365,398  |
| 414           | KIMBERLY DISTRICT                           | \$0   | 0.0%   | \$228,698  | 59,196             | 404            | \$3.86        | \$566          | 111%                                  | 70%                                    | FALSE                                      | \$148,324  | \$148,324                            | \$74,394            | \$0                          |   |   | \$200,446  |
| 415           | HANSEN DISTRICT                             | \$0   | 0.0%   | \$73,222   | 48,703             | 154            | \$1.50        | \$475          | 43%                                   | 59%                                    | FALSE                                      | \$45,198   | \$45,198                             | \$20,023            | \$0                          |   |   | \$58,699   |
| 417           | CASTLEFORD DISTRICT                         | \$0   | 0.0%   | \$154,336  | 47,588             | 133            | \$3.24        | \$1,160        | 93%                                   | 144%                                   | FALSE                                      | \$109,674  | \$109,674                            | \$39,885            | \$0                          |   |   | \$134,603  |
| 418           | MURTAUGH JOINT DISTRICT                     | \$4,833   | 5.3%   | \$137,351  | 36,274             | 148            | \$3.79        | \$928          | 109%                                  | 115%                                   | TRUE                                       | \$87,161   | \$91,994                             | \$29,889            | \$0                          |   |   | \$105,345  |
| 421           | MC CALL-DONNELLY DISTRICT                   | \$93,000  | 23.5%  | \$664,192  | 141,397            | 370            | \$4.70        | \$1,795        | 135%                                  | 223%                                   | TRUE                                       | \$301,948  | \$394,948                            | \$158,290           | \$0                          |   |   | \$414,214  |
| 422           | CASCADE DISTRICT                            | \$0   | 0.0%   | \$67,620   | 28,691             | 71             | \$2.36        | \$952          | 68%                                   | 118%                                   | FALSE                                      | \$47,534   | \$47,534                             | \$16,575            | \$0                          |   |   | \$57,698   |
| 431           | WEISER DISTRICT                             | \$0   | 0.0%   | \$331,090  | 100,776            | 614            | \$3.29        | \$539          | 95%                                   | 67%                                    | FALSE                                      | \$201,298  | \$201,298                            | \$86,074            | \$0                          |   |   | \$258,635  |
| 432           | CAMBRIDGE JOINT DISTRICT                    | \$0   | 0.0%   | \$65,382   | 28,639             | 48             | \$2.28        | \$1,362        | 66%                                   | 169%                                   | FALSE                                      | \$45,044   | \$45,044                             | \$12,837            | \$0                          |   |   | \$52,093   |
| 433           | MIDVALE DISTRICT                            | \$0   | 0.0%   | \$77,757   | 33,457             | 49             | \$2.32        | \$1,587        | 67%                                   | 197%                                   | FALSE                                      | \$47,874   | \$47,874                             | \$17,609            | \$0                          |   |   | \$58,935   |
| 451           | VICTORY CHARTER SCHOOL                      | \$0   | 0.0%   | \$104,275  | 28,122             | 230            | \$3.71        | \$453          | 107%                                  | 56%                                    | FALSE                                      | \$61,876   | \$61,876                             | \$26,019            | \$0                          | \$89,129                                      | \$53,500                                      | \$47,039   |
| 455           | COMPASS CHARTER SCHOOL                      | \$0   | 0.0%   | \$155,408  | 42,086             | 214            | \$3.69        | \$726          | 106%                                  | 90%                                    | FALSE                                      | \$92,636   | \$92,636                             | \$45,653            | \$0                          | \$132,142                                     | \$79,500                                      | \$77,082   |
| 456           | FALCON RIDGE CHARTER SCHOOL                 | \$0   | 0.0%   | \$144,807  | 38,873             | 184            | \$3.73        | \$787          | 107%                                  | 98%                                    | FALSE                                      | \$85,925   | \$85,925                             | \$40,357            | \$0                          | \$118,743                                     | \$72,006                                      | \$71,591   |
| 458           | LIBERTY CHARTER                             | \$1,075   | 1.0%   | \$189,600  | 52,228             | 195            | \$3.63        | \$972          | 104%                                  | 121%                                   | TRUE                                       | \$111,405  | \$112,480                            | \$45,734            | \$0                          |   |   | \$141,425  |
| 459           | GARDEN CITY COMMUNITY CHARTER               | \$0   | 0.0%   | \$45,942   | 19,894             | 51             | \$2.31        | \$901          | 66%                                   | 112%                                   | FALSE                                      | \$27,268   | \$27,268                             | \$12,350            | \$0                          | \$43,654                                      | \$25,679                                      | \$19,479   |
| 461           | TAYLORS CROSSING CHARTER SCHOO              | \$0   | 0.0%   | \$165,418  | 37,443             | 203            | \$4.42        | \$815          | 127%                                  | 101%                                   | FALSE                                      | \$98,127   | \$98,127                             | \$48,173            | \$0                          | \$116,103                                     | \$77,715                                      | \$97,121   |
| 462           | XAVIER CHARTER SCHOOL                       | \$0   | 0.0%   | \$173,546  | 58,237             | 259            | \$2.98        | \$670          | 86%                                   | 83%                                    | FALSE                                      | \$102,701  | \$102,701                            | \$27,566            | \$0                          | \$149,689                                     | \$70,698                                      | \$46,148   |
| 463           | VISION CHARTER SCHOOL                       | \$0   | 0.0%   | \$145,179  | 41,920             | 129            | \$3.46        | \$1,125        | 99%                                   | 140%                                   | FALSE                                      | \$86,160   | \$86,160                             | \$55,900            | \$0                          | \$118,423                                     | \$73,125                                      | \$87,086   |
| 464           | WHITE PINE CHARTER SCHOOL                   | \$0   | 0.0%   | \$82,951   | 20,161             | 158            | \$4.11        | \$525          | 118%                                  | 65%                                    | FALSE                                      | \$49,201   | \$49,201                             | \$20,753            | \$0                          |   |   | \$62,959   |
| 465           | NORTH VALLEY ACADEMY                        | \$0   | 0.0%   | \$81,150   | 33,715             | 124            | \$2.41        | \$654          | 69%                                   | 81%                                    | FALSE                                      | \$47,943   | \$47,943                             | \$21,035            | \$0                          | \$48,958                                      | \$40,605                                      | \$54,563   |
| 467           | Wings Charter Middle School                 | \$0   | 0.0%   | \$33,025   | 10,722             | 28             | \$3.08        | \$1,179        | 89%                                   | 147%                                   | FALSE                                      | \$19,511   | \$19,511                             | \$8,560             | \$0                          | \$28,071                                      | \$39,160                                      | \$35,244   |
| 468           | Idaho Science & Technology Charter          | \$0   | 0.0%   | \$60,161   | 33,041             | 73             | \$1.82        | \$824          | 52%                                   | 102%                                   | FALSE                                      | \$35,486   | \$35,486                             | \$15,651            | \$0                          | \$53,737                                      | \$24,480                                      | \$19,692   |
| 477           | Blackfoot Charter Community Learning Center | \$3,335   | 9.7%   | \$58,490   | 12,285             | 64             | \$4.76        | \$914          | 137%                                  | 114%                                   | TRUE                                       | \$31,221   | \$34,556                             | \$18,003            | \$0                          |   |   | \$44,302   |
| 559           | THOMAS JEFFERSON CHARTER                    | \$0   | 0.0%   | \$203,292  | 68,339             | 236            | \$2.97        | \$861          | 85%                                   | 107%                                   | FALSE                                      | \$120,105  | \$120,105                            | \$51,127            | \$0                          | \$172,456                                     | \$101,000                                     | \$89,798   |
| 749           | UPPER CARMEN PUBLIC CHARTER                 | \$0   | 0.0%   | \$23,264   | 4,547              | 54             | \$5.12        | \$431          | 147%                                  | 54%                                    | FALSE                                      | \$14,892   | \$14,892                             | \$6,281             | \$0                          |   |   | \$19,056   |
| 783           | North Star Charter School                   | \$0   | 0.0%   | \$296,299  | 103,418            | 460            | \$2.87        | \$644          | 82%                                   | 80%                                    | FALSE                                      | \$175,053  | \$175,053                            | \$96,537            | \$0                          | \$251,761                                     | \$151,000                                     | \$153,746  |
| 795           | IDAHO ARTS CHARTER SCHOOL                   | \$0   | 0.0%   | \$254,604  | 68,285             | 306            | \$3.73        | \$832          | 107%                                  | 103%                                   | TRUE                                       | \$151,018  | \$151,018                            | \$64,531            | \$0                          | \$204,179                                     | \$120,105                                     | \$118,328  |
| <b>Totals</b> |   | <b>\$936,555</b>                                    | <b>1.8%</b>  | <b>\$85,533,718</b>  | <b>24,544,023</b>  | <b>106,408</b> |               |                |                                       |  |  | <b>\$50,112,951</b>  | <b>\$51,049,506</b>                  | <b>\$22,110,722</b> | <b>\$333</b>                 | <b>\$1,527,045</b>                            | <b>\$928,573</b>                              | <b>\$64,463,014</b>                              |

Districts not part of FY10 state totals, but subject to Funding Cap (In-Lieu Only and Virtual)

| Dist #        | District Name                | District Funding Capped - Reimbursement Reduced By: | Percent of Reimbursement Loss Subsequent to Cap Impact (See Columns X & Y) | Total Adjusted Reimbursable Costs (Less In-Lieu and SDE Fee) | Reimbursable Miles | Riders       | Cost Per Mile | Cost Per Rider | Cost Per Mile as a % of State Average | Cost Per Rider as a % of State Average | District Above Both State Average Measures | Capped Reimbursement @ Appropriate Percentages (plus assessment fee and in-lieu) | Total Amount Reimbursed Prior to Cap | Block Grant    | Prior Year Audit Adjustments | Charter Advance Reimbursed with FY09 for FY10 | Charter Advance Reimbursed with FY10 for FY11 | Final Payment Amount with 10% Cut (2010 SB 1418) |
|---------------|------------------------------|---|--|--|--------------------|--------------|---------------|----------------|---------------------------------------|--|--|--|--------------------------------------|----------------|------------------------------|---|---|--|
| 191           | PRAIRIE ELEMENTARY DISTRICT  | \$0   | 0.0%   | \$0  | 0                  | 0            | \$0.00        | \$0            | 0%                                    | 0%                                     | FALSE                                      | \$571  | \$571                                | \$392          | \$0                          |   |   | \$867  |
| 364           | PLEASANT VALLEY ELEM DIST    | \$0   | 0.0%   | \$0  | 0                  | 0            | \$0.00        | \$0            | 0%                                    | 0%                                     | FALSE                                      | \$2,385  | \$2,385                              | \$2,203        | \$0                          |   |   | \$4,129  |
| 416           | THREE CREEK JT ELEM DISTRICT | \$0   | 0.0%   | \$0  | 0                  | 0            | \$0.00        | \$0            | 0%                                    | 0%                                     | FALSE                                      | \$5,598  | \$5,598                              | \$2,994        | \$0                          |   |   | \$7,733  |
| 452           | IDAHO VIRTUAL ACADEMY        | \$0   | 0.0%   | \$1,322,252  | 0                  | 3,098        | \$0.00        | \$427          | 0%                                    | 53%                                    | FALSE                                      | \$1,128,157  | \$1,128,157                          | \$0            | \$0                          |   |   | \$1,015,341                                      |
| 457           | INSPIRE VIRTUAL CHARTER      | \$0   | 0.0%   | \$308,847  | 0                  | 438          | \$0.00        | \$705          | 0%                                    | 88%                                    | FALSE                                      | \$262,520  | \$262,520                            | \$0            | \$0                          | \$264,350                                     | \$180,250                                     | \$160,578  |
| 466           | ISUCCEED VIRTUAL HIGH SCHOOL | \$4,464   | 1.0%   | \$547,033  | 0                  | 654          | \$0.00        | \$836          | 0%                                    | 104%                                   | TRUE                                       | \$460,514  | \$464,978                            | \$0            | \$0                          | \$436,382                                     | \$176,232                                     | \$180,328  |
| 474           | Monticello Montessori School | \$0   | 0.0%   | \$0  | 0                  | 0            | \$0.00        | \$0            | 0%                                    | 0%                                     | FALSE                                      | \$0  | \$0                                  | \$0            | \$0                          | \$45,402                                      | \$40,862                                      | \$40,862   |
| 791           | Owl Charter Academy          | \$0   | 0.0%   | \$0  | 0                  | 0            | \$0.00        | \$0            | 0%                                    | 0%                                     | FALSE                                      | \$0  | \$0                                  | \$0            | \$0                          | \$59,000                                      | \$53,100                                      | \$53,100   |
| <b>Totals</b> |                              | <b>\$4,464</b>                                      | <b>0.2%</b>  | <b>\$2,178,132</b>   | <b>0</b>           | <b>4,190</b> |               |                |                                       |  |  | <b>\$1,859,745</b>   | <b>\$1,864,209</b>                   | <b>\$5,589</b> | <b>\$0</b>                   | <b>\$700,732</b>                              | <b>\$460,884</b>                              | <b>\$1,462,937</b>                               |

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**STATE DEPARTMENT OF EDUCATION**  
**JUNE 23, 2011**

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**SUBJECT**

Requests for Approval to Transport Students Less than One-and-One-Half Miles for the 2010-2011 School Year

**REFERENCE**

June, 2010

Board approved requests from 100 school districts and 12 charter schools to transport students less than one-and-one-half miles.

**APPLICABLE STATUTE, RULE, OR POLICY**

Section 33-1006, Idaho Code

**BACKGROUND/DISCUSSION**

According to section 33-1006, Idaho Code, the State Board of Education shall determine what costs of transporting pupils, including maintenance, operation and depreciation of vehicles, insurance, payments under contract with other public transportation providers whose vehicles used to transport pupils comply with federal transit administration regulations, "bus testing," 49 C.F.R. part 665, and any revision thereto, as provided in subsection 4 of this section, or other State Department of Education approved private transportation providers, salaries of drivers, and any other costs, shall be allowable in computing the transportation support program of school districts.

The transportation support program of a school district shall be based upon the allowable costs of transporting pupils less than one and one-half (1½) miles as provided in section 33-1501, Idaho Code, when approved by the State Board of Education.

Standards for Idaho School Buses and Operations states that all school districts submitting applications for new safety busing reimbursement approval shall establish a board policy for evaluating and rating all safety busing requests. The State Department of Education staff shall develop and maintain a measuring instrument model, which shall include an element for validating contacts with responsible organizations or persons responsible for improving or minimizing hazardous conditions. Each applying district will be required to annually affirm that conditions of all prior approved safety busing requests are unchanged. The local board of trustees shall annually, by official action (33-1502, Idaho Code), approve all new safety busing locations. School districts that receive state reimbursement of costs associated with safety busing will re-evaluate all safety busing sites at intervals of at least every three years using the local board adopted measuring or scoring instrument. In order to qualify for reimbursement, the local school board will, by official action, approve the initial safety-busing request and allow the students in question to be transported before the application is sent to the state.

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Consideration for reimbursement will be contingent on the application for "Request for Safety Busing Reimbursement" being received by the State Department of Education Transportation Section on or before March 31 of the school year in which the safety busing began. All requests are to be submitted on the safety busing form found on the pupil transportation website. Posted on the web and reminders posted in newsletter prior to March 31.

Requests from various school districts to transport students less than one-and-one-half miles, as provided in Section 33-1006, Idaho Code, have been received by the State Department of Education and are hereby submitted to the State Board of Education for consideration.

**ATTACHMENTS**

Attachment 1– List of Safety Busing Requests Recommended for Approval

Page 3

**BOARD ACTION**

A motion to approve the requests by the one hundred school districts and twelve charter schools for approval to transport students less than one-and-one-half miles as listed in Attachment 1.

Moved by \_\_\_\_\_ Seconded by \_\_\_\_\_ Carried Yes \_\_\_\_\_ No \_\_\_\_\_



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**List of Safety Busing Requests Recommended for Approval**

Following is a list of previously approved and new safety busing requests from various school districts to transport students less than one-and-one-half miles to and from school. The requests were approved by the local school district boards, and the students in the respective districts are currently being transported. All applications have been reviewed by Department of Education staff and, in our opinion, meet safety-busing criteria.

Boise Independent School District No. 1

This request involves 1,043 students attending grades K through 9.

Meridian Jt. School District No. 2

This request involves 2,539 students attending grades K through 12.

Kuna Jt. School District No. 3

This request involves 250 students attending grades K through 8.

Marsh Valley Jt. School District No. 21

This request involves 110 students attending grades K through 12.

Council School District # 13

This request involves 20 students attending grades K through 11.

Pocatello School District No. 25

This request involves 1,424 students attending grades K through 12.

Bear Lake Co. School District No. 33

This request involves 52 students attending grades K through 12.

St. Maries Jt. School District No. 41

This request involves 82 students attending grades K through 8.

Plummer/Worley Jt. School District No. 44

This request involves 64 students attending grades K through 12.

Snake River School District No. 52

This request involves 118 students attending grades K through 12.

Blackfoot School District No. 55

This request involves 374 students attending grades K through 12.

Aberdeen School District No. 58

This request involves 111 students attending grades K through 12.

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Firth School District No. 59

This request involves 50 students attending grades K through 12.

Shelley Jt. School District No. 60

This request involves 303 students attending grades K through 6.

Blaine Co. School District No. 61

This request involves 507 students attending grades K through 12.

Garden Valley School District No. 71

This request involves 15 students attending grades K through 12.

Basin School District No. 72

This request involves 16 students attending grades K through 12.

Horseshoe Bend School District No. 73

This request involves 70 students attending grades K through 12.

West Bonner Co. School District No. 83

This request involves 83 students attending grades K through 8.

Lake Pend Oreille School District No. 84

This request involves 145 students attending grades K through 6.

Idaho Falls School District No. 91

This request involves 1,406 students attending grades K through 12.

Swan Valley School District No. 92

This request involves 8 students attending grades K through 8.

Bonneville Jt. School District No. 93

This request involves 1,668 students attending grades K through 12.

Boundary County School District No. 101

This request involves 92 students attending grades K through 12.

Butte County Jt. School District No. 111

This request involves 58 students attending grades K through 12.

Camas County School District No. 121

This request involves 3 students attending grades 1 through 12.

Nampa School District No. 131

This request involves 2,726 students attending grades K through 12.

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Caldwell School District No. 132

This request involves 952 students attending grades K through 12.

Wilder School District No. 133

This request involves 108 students attending grades K through 12.

Middleton School District No. 134

This request involves 414 students attending grades K through 12.

Notus School District No. 135

This request involves 72 students attending grades K through 12.

Melba Jt. School District No. 136

This request involves 37 students attending grades K through 11.

Parma School District No. 137

This request involves 52 students attending grades K through 5.

Vallivue School District No. 139

This request involves 1,118 students attending grades K through 12.

Grace Jt. School District No. 148

This request involves 13 students attending grades K through 6.

North Gem School District No. 149

This request involves 21 students attending grades K through 12.

Soda Springs Jt. School District No. 150

This request involves 148 students attending grades K through 12.

Cassia Co. Jt. School District No. 151

This request involves 489 students attending grades K through 12.

Clark Co. School District No. 161

This request involves 36 students attending grades K through 12.

Orofino Jt. School District No. 171

This request involves 45 students attending grades K through 7.

Challis Jt. School District No. 181

This request involves 34 students attending grades K through 12.

Mackay Jt. School District No. 182

This request involves 37 students attending grades K through 12.

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Glenns Ferry Jt. School District No. 192

This request involves 150 students attending grades K through 12.

Mountain Home School District No. 193

This request involves 260 students attending grades K through 12.

Preston Jt. School District No. 201

This request involves 238 students attending grades K through 8.

West Side Jt. School District No. 202

This request involves 181 students attending grades K through 12.

Fremont Co. Jt. School District No. 215

These request involves 236 students attending grades K through 12.

Emmett Independent School District No. 221

This request involves 202 students attending grades K through 9.

Gooding Jt. School District No. 231

This request involves 262 students attending grades K through 12.

Wendell School District No. 232

This request involves 65 students attending grades K through 12.

Hagerman Jt. School District No. 233

This request involves 27 students attending grades K through 12.

Bliss Jt. School District No. 234

This request involves 46 students attending grades K through 12.

Cottonwood Jt. School District No. 242

This request involves 70 students attending grades K through 8.

Salmon River Jt. School District No. 243

This request involves 5 students attending grades 1 through 5.

Mountain View School District No. 244

These request involves 109 students attending grades K through 12.

Jefferson Co. Jt. School District No. 251

This request involves 397 students attending grades K through 12.

Ririe School District No. 252

This request involves 83 students attending grades K through 12.

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West Jefferson School District No. 253

This request involves 98 students attending grades K through 12.

Jerome Jt. School District No. 261

This request involves 166 students attending grades K through 8.

Coeur d'Alene School District No. 271

This request involves 489 students attending grades K through 8.

Lakeland School District No. 272

This request involves 246 students attending grades K through 12.

Post Falls School District No. 273

This request involves 953 students attending grades K through 12.

Kootenai School District No. 274

This request involves 7 students attending grades K through 12.

Moscow School District No. 281

This request involves 238 students attending grades K through 12.

Genesee School District No. 282

This request involves 38 students attending grades K through 12.

Kendrick School District No. 283

This request involves 2 students attending grades K through 12.

Potlatch School District No. 285

This request involves 68 students attending grades K through 12.

Troy School District # 287

This request involves 52 students attending grades K through 9.

Salmon School District No. 291

This request involves 130 students attending grades K through 12.

Kamiah Jt. School District No. 304

This request involves 115 students attending grades K through 12.

Shoshone Jt. School District No. 312

This request involves 151 students attending grades K through 12.

Dietrich School District No. 314

This request involves 10 students attending K through 8.

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Richfield School District No. 316

This request involves 15 students attending K through 12.

Madison School District No. 321

This request involves 512 students attending grades K through 7.

Sugar-Salem Jt. School District No. 322

This request involves 89 students attending grades K through 12.

Minidoka Co. Jt. School District No. 331

This request involves 583 students attending grades K through 8.

Lapwai School District No. 341

This request involves 89 students attending grades K through 12.

Culdesac School District No. 342

This request involves 5 students attending grades 2 through 11.

Oneida Co. School District No. 351

This request involves 108 students attending grades K through 12.

Marsing Jt. School District No. 363

This request involves 77 students attending grades K through 7.

Homedale Jt. School District No. 370

This request involves 284 students attending grades K through 8.

Payette Jt. School District No. 371

This request involves 552 students attending grades K through 12.

New Plymouth School District No. 372

This request involves 74 students attending grades K through 10.

Fruitland School District No. 373

This request involves 180 students attending grades K through 12.

American Falls Jt. School District No. 381

This request involves 54 students attending grades K through 8.

Rockland School District No. 382

This request involves 19 students attending grades K through 12.

Arbon Elementary School District No. 383

This request involves 2 students attending grades 1 through 4.

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Kellogg Jt. School District No. 391

This request involves 102 students attending grades K through 5.

Wallace School District No. 393

This request involves 62 students attending grades K through 12.

Teton Jt. School District No. 401

This request involves 62 students attending grades K through 5.

Twin Falls School District No. 411

This request involves 725 students attending grades K through 12.

Buhl Jt. School District No. 412

This request involves 140 students attending grades K through 12.

Filer School District No. 413

This request involves 126 students attending grades K through 12.

Kimberly School District No. 414

This request involves 214 students attending grades K through 12.

Hansen School District No. 415

This request involves 58 students attending grades K through 11.

Castleford Jt. School District No. 417

This request involves 8 students attending grades K through 12.

Murtaugh School District No. 418

This request involves 24 students attending grades K through 9.

McCall-Donnelly Jt. School District No. 421

This request involves 143 students attending grades K through 12.

Cascade School District No. 422

This request involves 9 students attending grades 1 through 10.

Weiser School District No. 431

This request involves 248 students attending grades K through 12.

Cambridge Jt. School District No. 432

This request involves 1 student attending grade 1

Midvale School District No. 433

This request involves 8 students attending grades K through 12.

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Victory Charter No. 451

This request involves 10 students attending grades K through 12.

Compass Public Charter No. 455

This request involves 28 students attending grades K through 8.

Falcon Ridge Charter No. 456

This request involves 30 students attending grades K through 8.

Liberty Charter No. 458

This request involves 11 students attending grades K through 12.

Garden Community Charter No. 459

This request involves 6 students attending grades K through 8.

Vision Charter No. 463

This request involves 66 students attending grades K through 12.

White Pine Charter School No. 464

This request involves 155 students attending grades K through 8.

North Valley Academy No. 465

This request involves 20 students attending grades K through 12.

Wings Charter Middle No. 467

This request involves 59 students attending grades K through 8.

Idaho Science and Tech Charter School No. 468

This request involves 1 students attending grades 1 through 8.

Blackfoot Com. Charter No. 773

This request involves 10 students attending grades K through 5.

North Star Charter School No. 783

This request involves 1 student attending grades K through 12.

Thomas Jefferson Charter No. 787

This request involves 19 students attending grades K through 11.

Idaho Arts Charter No. 788

This request involves 45 students attending grades K through 12.

Owl Charter Academy No. 791

This request involves 2 students attending grades K through 5.