

(2) The legislative budget committee shall conduct an analysis, including, but not limited to: The department of corrections' long-range facility plans, prison design selection process, alternate prison designs from other states, expanded use of existing facilities, review and possible expanded use of community corrections programs including the treatment alternatives to street crime diversion program and the Monroe House program, correctional standards, relevant court decisions, alternate staffing plans, prison design as it affects staffing costs, and inmate population projections and length of stay. The legislative budget committee shall report back to the institutions committee in the house of representatives and the social and health services committee in the senate by December 1, 1982.

Sec. 3. Section 1, chapter 234, Laws of 1981 and RCW 43.83H.172 are each amended to read as follows:

For the purpose of providing needed capital improvements consisting of the planning, acquisition, construction, remodeling, improving, and equipping of social and health services and department of corrections facilities, the state finance committee is authorized to issue general obligation bonds of the state of Washington in the sum of one hundred forty-seven million ~~((eight))~~ two hundred eighty thousand dollars, or so much thereof as may be required, to finance these projects, and all costs incidental thereto. No bonds authorized by RCW 43.83H.172 through 43.83H.182 may be offered for sale without prior legislative appropriation.

The bonds shall pledge the full faith and credit of the state of Washington and contain an unconditional promise to pay the principal and interest when due.

NEW SECTION. Sec. 4. This act is necessary for the immediate preservation of the public peace, health, and safety, the support of the state government and its existing public institutions, and shall take effect immediately.

Passed the House March 31, 1982.

Passed the Senate March 30, 1982.

Approved by the Governor April 5, 1982.

Filed in Office of Secretary of State April 5, 1982.

CHAPTER 24

[Engrossed Substitute Senate Bill No. 4675]

SCHOOL DISTRICTS—STUDENT TRANSPORTATION

AN ACT Relating to school district transportation; amending section 7, chapter 359, Laws of 1977 ex. sess. and RCW 28A.41.162; amending section 4, chapter 265, Laws of 1981 and RCW 28A.41.520; amending section 5, chapter 265, Laws of 1981 and RCW 28A.41.525; creating new sections; repealing section 13, chapter 265, Laws of 1981 (uncodified); and providing an effective date.

Be it enacted by the Legislature of the State of Washington:

Section 1. Section 7, chapter 359, Laws of 1977 ex. sess. and RCW 28A.41.162 are each amended to read as follows:

In addition to those state funds provided to school districts for basic education, the legislature shall appropriate funds for pupil transportation, in accordance with (~~(RCW 28A.41.160)~~) this chapter, and for programs for handicapped students, in accordance with chapter 28A.13 RCW. The legislature may appropriate funds to be distributed to school districts for population factors such as urban costs, enrollment fluctuations and for special programs, including but not limited to, vocational-technical institutes, compensatory programs, bilingual education, urban, rural, racial and disadvantaged programs, programs for gifted students, and other special programs.

Sec. 2. Section 4, chapter 265, Laws of 1981 and RCW 28A.41.520 are each amended to read as follows:

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

(1) The superintendent shall annually calculate a standard student mile allocation rate for each district. "Standard student mile allocation rate," as used in this (~~(section)~~) chapter, means the per mile allocation rate for transporting an eligible student. The standard student mile allocation rate may consist of no more than (~~(five)~~) eight differential rates state-wide, as determined by the superintendent, and shall include but not be limited to such factors as climate and terrain; restricted passenger load; nonpassenger miles; and the costs of insurance, district or contracted employee salaries, and benefits, maintenance, fuel, supplies, and materials to the extent that they are not under the direct control of the district. The standard student mile allocation rate shall be used to determine the transportation allocation for those services provided for in RCW 28A.41.505(1).

(2) The superintendent shall annually calculate a standard unit mile rate for each district. "Standard unit mile rate," as used in this section, means the cost of operating an approved transportation vehicle for one mile. The standard unit mile rate may consist of no more than (~~(five)~~) eight differential rates state-wide, as determined by the superintendent, and shall be based on the factors used in subsection (1) of this section. The standard unit mile rate shall be used to determine the transportation allocation for those services provided for in RCW 28A.41.505(2) and (3). For purposes of allocating funds for RCW 28A.41.505(2), the superintendent shall use the average number of miles reported by the district for the two school years, excluding field trips.

(3) Prior to June 1st of each year the superintendent shall submit to the office of financial management, and the committees on education and ways and means of the senate and house of representatives a report outlining the methodology and rationale used in determining the student mile and unit mile rates to be used the following year.

Sec. 3. Section 5, chapter 265, Laws of 1981 and RCW 28A.41.525 are each amended to read as follows:

The superintendent shall determine the preliminary, estimated student transportation allocation for each district and notify districts of their preliminary student transportation allocation by June 15. (~~The superintendent shall include not less than twenty-five percent of the estimated student transportation allocation in the following September apportionment payment to school districts.~~) By the following October 15th, every district shall notify the superintendent of any changes in the data utilized in calculating the preliminary student transportation allocation. The superintendent shall then make necessary corrections and shall notify districts of their final student transportation allocation before the following December 1st(~~and shall make the balance of the student transportation allocation in approximately equal parts as a part of the December, February, and April apportionment payments to school districts~~). If the number of eligible students in a school district changes ten percent or more from the final October 15 number, and the change is maintained for a period of twenty consecutive school days or more, the district may submit revised eligible student data to the superintendent of public instruction. The superintendent shall, to the extent funds are available, recalculate the district's allocation for the transportation of pupils to and from school.

The superintendent shall make the student transportation allocation in accordance with the apportionment payment schedule in RCW 28A.48.010, as now or hereafter amended. For the 1982-83 school year, no school district shall receive a reduction or increase in funds of over three percent of what it received the previous year as adjusted to its proportional share of funds appropriated by the legislature for 1982-83 transportation services.

NEW SECTION. Sec. 4. The superintendent of public instruction shall submit a report to the legislature which shall:

(1) Identify the factors that will be used to recognize cost differentials between districts, and the data elements that will be used to measure the factors that contribute to these cost differentials;

(2) Collect the appropriate financial and workload data necessary to measure cost differentials between districts;

(3) Describe and analyze the differential rates associated with the standard student mile allocation under the eligibility formula along with an analysis of each school district's eligibility for a differential rate. The rationale for choosing specific rates and the procedures used in evaluating district requests for differential rates shall also be included;

(4) Compare and analyze the difference in costs of changing the "eligible student" definition in RCW 28A.41.510 to include only those students whose residence or assigned route stop is more than one and one-half miles from the student's school, while still excepting handicapped students;

(5) Present a method of measuring potential ridership of eligible students within the formula utilizing factors which account for the variations associated with student demand on the district's transportation system;

(6) Compare the distribution of pupil transportation resources utilizing eligible student data, eligible student data modified by the student demand factor specified in (5) above, and eligible students actually transported plus ten percent, with an analysis of the fiscal and program implications of each distribution method; and

(7) Present options for a continued phase-in of the eligible student allocation formula, with a description of the fiscal impact on school districts.

The report shall be submitted to the senate and house committees on education no later than December 15, 1982.

All data collected by the superintendent and requested by the committees on ways and means or education of the house or senate pertaining to the funding of pupil transportation shall be delivered to the legislative evaluation and accountability program (LEAP) as soon as possible in a machine readable form acceptable to the LEAP committee.

NEW SECTION. Sec. 5. Section 13, chapter 265, Laws of 1981 (uncodified) is hereby repealed.

NEW SECTION. Sec. 6. Sections 2 and 3 of this amendatory act shall take effect September 1, 1982.

NEW SECTION. Sec. 7. If any provision of this amendatory act or its application to any person or circumstance is held invalid, the remainder of the act or the application of the provision to other persons or circumstances is not affected.

Passed the Senate March 30, 1982.

Passed the House March 30, 1982.

Approved by the Governor April 6, 1982.

Filed in Office of Secretary of State April 6, 1982.

CHAPTER 25

[Engrossed Substitute Senate Bill No. 3946]

AIRCRAFT FUEL TAX—APPROPRIATION

AN ACT Relating to the taxation of aircraft fuel; amending section 1, chapter 10, Laws of 1967 ex. sess. as last amended by section 229, chapter 158, Laws of 1979 and RCW 82.42.010; amending section 2, chapter 10, Laws of 1967 ex. sess. as amended by section 2, chapter 254, Laws of 1969 ex. sess. and RCW 82.42.020; amending section 3, chapter 10, Laws of 1967 ex. sess. and RCW 82.42.030; amending section 4, chapter 10, Laws of 1967 ex. sess. as amended by section 3, chapter 254, Laws of 1969 ex. sess. and RCW 82.42.040; amending section 7, chapter 10, Laws of 1967 ex. sess. as amended by section 4, chapter 156, Laws of 1971 ex. sess. and RCW 82.42.070; amending section 8, chapter 10, Laws of 1967 ex. sess. and RCW 82.42.080; amending section 9, chapter 10, Laws of 1967 ex. sess. and RCW 82.42.090; amending section 5, chapter 156, Laws of 1971 ex. sess. and RCW 82.42.110; adding a new section to chapter 82.42 RCW; making an appropriation; prescribing penalties; providing an effective date; and declaring an emergency.