MICROFILM DIVIDER

OMB/RECORDS MANAGEMENT DIVISION
SFN 2053   (2/85)   5M

ROLL NUMBER

DESCRIPTION

1033

2005 HOUSE EDUCATION

HB 1033

House Education Committee

❑ Conference Committee

Hearing Date **5 Jan 05**

Tape Number	Side A	Side B	Meter #
1	X		3134 - end
		X	0-end
2	X		0-4694

Committee Clerk Signature *Jan Prindle*

Minutes:

Chairman Kelsch opened the meeting on HB 1033.

Anita Johnson, ND Legislative Council, provided a summary of HB 1033.

Tom Decker, director of school finance and organization with the Department of Public Instruction, testified in support of HB 1033. **(Testimony attached.)** Dr. Decker summarized the DEA (Data Envelopment Analysis) prepared by Dr. Ken Nygard of NDSU.

Dr. Ken Nygard, professor and chair of the department of Computer Science at North Dakota State University, presented the DEA (Data Envelopment Analysis) prepared by NDSU using a slide presentation and the attached paper. The DEA goal was to develop a quantative formula that rewards efficiency and recognizes differences in site characteristics among school districts. These site characteristics are the uncontrollable factors, like density of students, availability of roads, etc. The study found tremendous differences in efficiency among school districts. Cost psr (per student ride) range from a high of $10 to a low of $2.   Districts were not

compared statewide but rather in peer groups to allow flexibility. The study also looked at the ability of the school districts to raise funds locally based on taxable valuation.

Transportation system standards were applied to the study: (1) a maximum of sixty-minute ride time, (2) keep the average ride time as small as possible, and (3) assure the equipment is up-to-date and meet standards of safety.

The peer groups were established by grouping districts that were similar in terms of their site characteristics. Peer groups range from 5 to 15 districts. The next step was to perform the DEA within peer groups allowing each district flexibility and that in itself is geared toward maximizing efficiency scores allowing an individual district to look as good as they possibly can with regard to the factors that make up the efficiency calculation.

In terms of the sites characteristics these are the factors that influence transportation but are outside of the control of management and the efficiency measures must be adjusted to account for those differences and we did analysis of a great many possibilities for which site characteristics might be important and it came down to three being the relevant ones in descending order: (1) Student density is the most important of all. If students are highly dense it's easier to be efficient, if students are spread out, it's more difficult to be efficient. (2) Availability and density of useable roads in the district. Data was gleaned from the Department of Transportation which categorizes roads as paved, graveled, unusable, etc. (3) Geographical size or land area. If there is a large area it is more difficult to be efficient.

Other factors were not in the study at this time because they were much less significant in comparison.

Alternatives to the three-year phase in could be to stick with the block grant with a percentage of the allocation and reserve a percentage of the available funding to reallocate using the DEA. That would over a period of years gradually nudge the system toward efficiency a small piece at a time without impacting any district very much.

The second alternative would be to look at the ability of individual districts to pay by looking factors like taxable valuation of property or the percentage of transportation funding currently provided as a way of getting a handle districts that are able to pick up some share of the cost of transportation on their own. These factors could be incorporated into the allocation formula. Dr. Nygard does not personally support these alternatives but they are available if there is any sentiment to do something along these lines.

There are ways that a district that is rated inefficient to look at those districts rated 100% efficient to learn management efficiencies, e.g., routing analysis, contracting,

Rep. Mueller: We have schools that are listed at 100% efficiency but they are on the long side of the ledger a case in point is Hope. They are 100% efficient and they lose $13,524. I'm curious as to how that can happen.

Dr. Nygard: You are going to things like that happen. The assumption here is that the unadjusted district allotments would be used for proportioning out and you will get districts like Hope that are 100% efficient that will be getting less. You also see larger districts where their efficiency score is pretty low and yet they would receive more. This happens because the nuances of the old formula. The old formula was structured differently for the larger districts in that they received fewer dollars per mile than did the more rural districts. It's a characteristic of the changeover. There were a lot of differences in the old formula and there has been a

recognition that the old formula was inappropriate in a lot of ways. That's how it tends to happen.

Rep. Hunskor: Going along with Rep. Mueller's thoughts, I look at Lewis and Clark, 100% efficient losing $39,000, I look Parshall 98% efficient, gaining $25,000. Would it be true if Lewis and Clark be put in a different peer group, say with Parshall, instead of losing money, they would gain money.

Dr. Nygard: That could happen.

Rep. Hunskor: If a school is 100% efficient like Lewis and Clark how do they improve to not lose so much money.

Dr. Nygard: If they're 100% efficient relative to their peers, they're operating quite well. They've got good practices and they are getting plenty of money from the state and when you stack they up efficiency wise, the old formula gave them more within their peer group than they really should have gotten if you were base everything on the efficiency analysis. Obviously there will be a number of issues in transition.

Rep. Sitte: Is there a variance due to declining enrollments. Some of these districts have lost a lot of students since this was developed on the 2001 statistics.

Dr. Nygard: That could explain part of it. If they lost significant enrollment and are able to operate more cheaply because there are now fewer students to transport and the appropriation dates back three years there could be some of that in there too.

Rep. Sitte: I'm curious when you know some of these students have transferred into a district they took an unfair hit. Just as we have different districts pay tuition to another district, would it

be possible that transportation payments of some sort should follow those students from one district to another?

Dr. Nygard: Something like that could be possible. Those transfers are not factored into the student density figures. I don't know if there would be any way to incorporate that. You would be opening up something that would be controversial. I suppose there could be a direction there in which to proceed.

Rep. Herbel: Other than looking at peer groups to get to a greater efficiency in their district, what other recommendations or assistance would be made available for these superintendents?

Dr. Nygard: My recommendation is that the first place they should turn is looking within their peer group. The other thing that could be done is a quantitative study of the routing to see if they are incurring excessive mileage or running more buses than they really need to. In some cases they may be able to eliminate a bus. They would be able to contract to have that service done.

Rep. Herbel: You provide a service for these school districts to do that?

Dr. Nygard: There are places like the Transportation Institute at NDSU that provides services like that. Back when I used to do those analysis, the typical savings used to be 10% of mileage and a bus or two.

Chairman Kelsch asked Dr. Nygard to provide a copy of the power point presentation to the full committee.

Rep. Mueller: You pointed out that the single biggest issue having to do with efficiency is the density of the student population. Certainly there have to be some districts that have a far-flung group of students. How do we treat that particular district fairly vs. the metro school district?

Dr. Nygard: What you're getting at is the core reason why these peer groups are used. When the analysis is done the comparison is not made statewide but in the peer group. Student densities in the peer group are similar, they are not being compared to districts that are drastically different then themselves.

Dr. M Douglas Johnson, assistant executive director of ND Council of Educational Leaders testified in opposition to HB 1033. **(Testimony attached.)** The preference of his organization is to go back to the 2001 funding formula..

Rep. Sitte: Did you take a vote of your members or how did you determine this recommendation.

Dr. Johnson: We have a representative assembly where we meet to review resolutions and we took a vote on this. The results were unanimous.

Chairman Kelsch: One of the concerns we have, and that was why we commissioned this study, was it seemed we were getting inaccurate data from some of the school districts and there wasn't the efficiency out there that we thought should be. So if we decide not to go this route, what do you suggest we do to get efficiency in those school districts?

Dr. Johnson: I don't think there's an administrator in our organization that doesn't look at how to make that bus system as efficient as it possibly can. I do think if this bill was defeated, it would be valuable to use this information for peer groups get together and talk. The analysis process has not gone waste. It is good information that we can share amongst those peer groups and would be good information we could use as part of conferences for those kinds of discussion. I do think administrators try to be as efficient as they can because it's for their benefit and the benefit of their school district.

Rep. Hawkens: When you talk about going back Rep. Hanson and I find the block grant was not fair to the larger districts. Why would we want to return to that kind of process when we knew that was terribly inefficient and unfair?

Dr. Johnson: I understand the situation for the larger districts. There can be some tweaking to the formula to take some of those issues into consideration. It would probably increase the amount of money that you have to put into transportation.

Rep. Hawken: The block grant was a problem for the larger district.

Dr. Johnson: We have not talked specifically about the block grant. I could it could be workable as long as there are some additional funds for it. The problem could be in districts that have to add additional buses for special education.

Rep. Hawken: No foundation grants have ever been made. There are always problems.

Dr. Johnson: I agree with you, we need to look at special education transportation

Rep. Haas: You do know we are putting almost $17 million a year into transportation payments. What would happen at the district level if we took all that money and put it into per pupil payment and let the district be responsible for their own transportation? What kind of incentive would that provide to achieve maximum efficiency rather quickly?

Dr. Johnson: It may increase efficiency as long as they know they are going to have to cover the cost of transportation. The ND Supreme Court has ruled that transportation is not part of that process.

Brian Johnson, Supt., Lewis & Clark School District testified in opposition. **(Testimony attached.)** He pointed out that the data from NDSU was for when his district was three separate districts. He pointed out that you need to budget for replacement buses.

Rep. Hanson: How big are the buses you run?

B. Johnson: They vary. Our routes are not very big, but our buses are, yet we are considered 100% efficient. I know our routes are not very efficient, but yet we are 100% efficient. With 6 students on one route graduating next year we will need to make more changes. Fifty-four passenger busses are not really that unless you get three to a seat and that seldom works.

Rep. Hunskor: Which funding program would work best for your school district?

B. Johnson: I like the old formula and if the issue is the $.67, make it equitable. If you don't do the old formula, I would like to see block grants back. I do not want to see the DPI proposal.

Warren Larson, Supt. of Schools for Williston Public School District #1, testified in opposition to the bill. **(Testimony Attached.)**

Rep. Meier: Does Williston have in-city bussing?

W. Larson: No, we did probably 15 years ago, but the reimbursement rate killed us. If we would get $2.50 reimbursement, it would cost Rep. Meier $30-$40. We were not an organized school district so we were able to drop it.

Debbie Marshal, Supt. of TGU Towner and TGU Granville Schools, testified in opposition to the bill. Her districts cover 1043 square miles. With the DEA we would lose $41,846. There are 13 routes in her district. Her shortest route is 38 minutes, longest 65 miles, and the average is 58 miles. **(See attached.)** We are 68% funded, according to what you have presented here today, we will go to 53%.

Charles Brickner, Supt., Carrington School District testified in opposition to the bill **(See attached.)** There district has largely self-funded their transportation costs and asked that they

not be penalized by withdrawal of state funds. The DEA formula is based on 2001 which has

inequities in it. We need a solid base to build on.

Rep. Haas: How many open enrolled students do you have.

Dr. Brickner: Forty-six. We also have some going out. We also pay about $6,000 in family

transportation expenses.

Wayne Stanley, Supt., Stanley School, testified in opposition to the bill. They are a district of

840 square miles rated at 100% efficiency, but would lose $55,000 using the DEA formula.

Their routes average only 15 students per route. Some routes pick up at 7 a.m., and the fourth

pickup is 8:05, so there really is no way of becoming more efficient. If they have an option they

would like to go back to the 2001 formula and make modifications.

Myron Schwitzer, Supt., Mott-Regent Public Schools. Most of the information I had

prepared has already been presented. So much emphasis on this efficiency factor is based on

cost per ride. Our district is 880 square miles, we are a reorganized district. We are the second

most efficient district in our peer group but there are flaws in the way the peer groups were

determined. The 100% efficient district in our peer group does not do door-to-door pickup.

Our cost is $225,000. From the block grant we receive $167,000, it is costing us roughly

$50,000 additional dollars from the local level to help pay for our transportation. I think we are

doing everything possible to bring these costs down. We cut three bus routes in the last two

years since we reorganized. Ride time for some of our students is three hours per day. This

adds to the efficiency factor but try telling that to parents of first and second graders. Last

session there was a bill put forward to provide more money to the in-city, bigger population

school districts.

Doyle Johannes, from Underwood, on behalf of the School Board, testified in opposition to

HB 1033.   They are in the unique position of gaining from the DEA formula.   There are

concerns like the stability to be able to project what the income will be.   Future enrollments are

not built into the formula.   The block grants made them more efficient by providing limited

funds, but the knew what they would get.

Rep. Mueller: How much in local funding do you contribute?

Mr. Johannes: $45,000

Rep. Mueller: Would it not be fair to state: "We are all spending our own money and we're

not getting it all from Uncle State."   Are we talking about an efficiency factor already being built

in because you are spending your own money in addition to your own dollars.   Is that a fair

statement?

Mr. Johannes: You bet!   That's exactly right.   It's in our own best interests to be efficient.   In

our case about 50%.

Chairman Kelsch recessed the hearing to approximately 2:30 p.m. at the Call of the Chair.

Chairman Kelsch called the House Education Committee back to order at 2:45 p.m.

Michael Seiverson, Supt., Flasher, testified in opposition to the measure.   Their district covers

about 630 square miles, enrollment is approximately 230 students, they bring open enrollment

students from Ft. Yates, Selfridge, Solen, Carson, and the St. Anthony/Mandan area.   The

longest route is about 102 miles one way.   More than half of that route is on gravel road.   His

district loses the most money.   They currently spend $167,000 and with this proposal will lose

$82,000. Our salaries for bus drivers is $87,000.   Where do they save? where does it end? how

are we going to get these kids to school? Local is putting in another $25,000, if you decrease by $82,000, we need to increase to $107,000 locally. I don't perceive our budget can handle that.

Rep. Hanson: How many open-enrollment students do you have?

Mr. Seiverson: About 23-25, about 10%, they travel about 50 miles from their house to our school.

Gordon Galis, Supt., New Salem, testified in opposition to HB 1033. An allusion to contracting buses as a possible remedy. We went away from contracted bussing about nine years ago. We were paying about $150,000 to contractors and we were concerned about the age and the condition of their buses. At the end of the year we had nothing to show for our $150,000. By owning our buses we have them available for activities and more flexibility to use them. After the block grant was instituted we co-op with an elementary district. I personally favor the block grant. Back in the 60s when we reorganized schools, door-to-door busing was promised. Two possible solutions: (1) The state provide transportation as they do in WY, ID, and Washington. The state provides school buses. (2) Some modification to the current block grant.

Rep. Haas: How many open-enrolled students do you have?

Mr. Galis: About 18, we also have about 20 tuitioned in for high school from the elementary district, so it's about a wash.

Rep. Haas: How many open-enrolled students leave your district? Any? Where do they go?

Mr. Galis: Bismarck, Mandan, Center, Almont, Glen Ullin, depending on where they live. About 15-16.

Sandy Clark, ND Farm Bureau, testified in opposition to HB 1033. School Transportation is

obviously a major issue for rural families in ND. One concern is that as this kind of system

evolves through the years, there is a concern among our members that the state could be

mandating bulk bus routes to local school districts. We are supportive of local control and think

local administrators are best equipped to make decisions on bus routes and equipment.

Chairman Kelsch closed the hearing on HB 1033 and put the bill to a subcommittee

consisting of Reps. Hawken, Haws, and Hanson. Rep. Hawken will chair the subcommittee.

House Education Committee

❑ Conference Committee

Hearing Date **2 February 2005**

Tape Number	Side A	Side B	Meter #
2		X	3600 - 4000

Committee Clerk Signature *Jan Prindle*

Minutes:

Chairman Kelsch opened discussion of HB 1033. This is the transportation bill.

Rep. Haas: I move a **Do Not Pass**

Rep. Mueller: I second.

Rep. Hawken: Since we already moved the transportation to the other HB 1154, this bill is not

necessary.

The question was called.

A roll call vote was taken.

Yes: 14   No: 0   Absent: 0   The Do Not Pass motion passed.

Rep. Hawken will carry the bill.

FISCAL NOTE
Requested by Legislative Council
12/17/2004

Bill/Resolution No.:   HB 1033

1A. State fiscal effect: *Identify the state fiscal effect and the fiscal effect on agency appropriations compared to funding levels and appropriations anticipated under current law.*

	2003-2005 Biennium		2005-2007 Biennium		2007-2009 Biennium	
	General Fund	**Other Funds**	**General Fund**	**Other Funds**	**General Fund**	**Other Funds**
Revenues	$0	$0	$0	$0	$0	$0
Expenditures	$0	$0	$34,800,000	$0	$34,800,000	$0
Appropriations	$0	$0	$0	$0	$0	$0

1B. County, city, and school district fiscal effect: *Identify the fiscal effect on the appropriate political subdivision.*

2003-2005 Biennium			2005-2007 Biennium			2007-2009 Biennium		
Counties	**Cities**	**School Districts**	**Counties**	**Cities**	**School Districts**	**Counties**	**Cities**	**School Districts**
$0	$0	$0	$0	$0	$34,800,000	$0	$0	$34,800,000

2. Narrative: *Identify the aspects of the measure which cause fiscal impact and include any comments relevant to your analysis.*

This bill proposes a new method to allocate transportation funding to school districts.

3. State fiscal effect detail: *For information shown under state fiscal effect in 1A, please:*
    A. **Revenues:** *Explain the revenue amounts. Provide detail, when appropriate, for each revenue type and fund affected and any amounts included in the executive budget.*

    B. **Expenditures:** *Explain the expenditure amounts. Provide detail, when appropriate, for each agency, line item, and fund affected and the number of FTE positions affected.*

Expenditure amounts are contained in the foundation aid line of the executive budget.

    C. **Appropriations:** *Explain the appropriation amounts. Provide detail, when appropriate, of the effect on the biennial appropriation for each agency and fund affected and any amounts included in the executive budget. Indicate the relationship between the amounts shown for expenditures and appropriations.*

Does not require any change from the executive budget recommendation.

Name:	Tom Decker	**Agency:**	Public Instruction
Phone Number:	328-2267	**Date Prepared:**	12/22/2004

Date: 2 Feb
Roll Call Vote #: 1

2005 HOUSE STANDING COMMITTEE ROLL CALL VOTES
BILL/RESOLUTION NO. 1033

House   Education Committee

☐ Check here for Conference Committee

Legislative Council Amendment Number

Action Taken   Do Not Pass

Motion Made By Haas   Seconded By Mueller

Representatives	Yes	No	Representatives	Yes	No
Chairman Kelsch	✓		Rep. Hanson	✓	
Vice Chairman Johnson	✓		Rep. Hunskor	✓	
Rep. Haas	✓		Rep. Mueller	✓	
Rep. Hawken	✓		Rep. Solberg	✓	
Rep. Herbel	✓				
Rep. Horter	✓				
Rep. Meier	✓				
Rep. Norland	✓				
Rep. Sitte	✓				
Rep. Wall	✓				

Total   (Yes)   14   No   0

Absent   0

Floor Assignment   Hawken

If the vote is on an amendment, briefly indicate intent:

REPORT OF STANDING COMMITTEE (410)
February 2, 2005 5:20 p.m.

Module No: HR-22-1745
Carrier: Hawken
Insert LC: .   Title: .

REPORT OF STANDING COMMITTEE

HB 1033: Education Committee (Rep. R. Kelsch, Chairman) recommends **DO NOT PASS** (14 YEAS, 0 NAYS, 0 ABSENT AND NOT VOTING). HB 1033 was placed on the Eleventh order on the calendar.

2005 TESTIMONY

HB 1033

TESTIMONY ON HB #1033
HOUSE EDUCATION COMMITTEE
1/5/05
by Tom Decker, Director
School Finance & Organization
328-2267
Department of Public Instruction

Madam Chairman and members of the committee:

My name is Tom Decker and I am the Director of School Finance & Organization for the Department of Public Instruction. I am here to speak in favor of House Bill 1033 regarding applying data envelopment analysis as a basis for school transportation payments.

The last legislative session provided a $50,000 grant to the Department of Public Instruction to complete development of a transportation payment proposal based on data envelopment analysis.

Data envelopment analysis (DEA) is a cost analysis process which could be used in a variety of applications in both the public sector and private sector.

DEA determines the key inputs into a process, identifies the desired outcomes, and then uses mathematical calculations to determine which of the input factors have the most impact on the cost of the final product.

Dr. Ken Nygard of North Dakota State University will expand on the definition of DEA as he presents his information shortly.

We had done some preliminary work on development of a data envelopment analysis payment system in the late 90s in conjunction with a grant provided to develop a school district map system. However, there was inadequate time and resources to complete development of a transportation payment system.

Data envelopment analysis has been used for at least 10 years in North Carolina and has been adopted in some other form in several other states including Texas.

School transportation payments during this biennium were on a flat grant basis. Grants were based on the payments made to districts in the 2001-2003 biennium. Each year this biennium districts receive 50% of the amount that they received for transportation over the preceding two years.

In 2001-2003 the transportation payment that was in place is outlined briefly below. (See chart, last page.) It was based on miles traveled and students transported.

There has been, I believe, a growing concern among legislators over several recent legislative sessions about the transportation payment system in the sense that it does not promote efficiency in transportation.

The pre-2000 payment system was replaced last session by a block grant system, primarily, I believe, because legislators wanted to move in the direction of a system that did promote efficiency in school transportation.

DEA has potential to move districts in the direction of more efficient transportation systems and to reward districts for becoming more efficient in their transportation programs.

In addition, the Department and North Dakota State University who helped us develop the current payment system will be in a position to help districts determine what it is about their transportation system that contributes to inefficiency. We can help them become more efficient in their operation.

The US Supreme Court, in a case out of Dickinson, North Dakota, has determined that transportation is not a necessary component of a free public education. When we face strong pressure to increase education funding, including an educational adequacy lawsuit, an argument can be made for putting transportation aid into the foundation aid pool. However we believe strongly that maintaining a school transportation system is essential for North Dakota. If we are to continue to use the considerable amount of resources we now commit to transportation for that purpose, its payment system needs to be fair and equitable and it needs to promote efficiency in transportation.

Because we have limited time today, I am going to stop at this point and turn the presentation to Dr. Ken Nygard to give you an overview of DEA as a basis for a transportation payment system.

Dr. Nygard is Chairman of Computer Science at North Dakota State University.

Transportation	50% of 2001-03 payments	50% of 2001-03 payments
TRANSPORTATION AID PAYMENTS	**2001-2002**	**2002-2003**
Rural Vehicles (Less than 10)	$ 0.25 per mile	$ 0.25 per mile
Rural Vehicles (10 or more)	$ 0.67 per mile	$ 0.67 per mile
Rural Pupils Transported (10 or more)	$ 0.40 per pupil day	$ 0.40 per pupil day
In-city Vehicles (Less than 10)	$ 0.25 per mile	$ 0.25 per mile
In-city Vehicles (10 or more)	$ 0.35 per mile	$ 0.35 per mile
In-city Rides	$ 0.20 per ride	$ 0.20 per ride
Family Transportation (one way per day)	$ 0.40 per mile	$ 0.40 per mile

Note: Transportation payments will be capped at 90% of the current transportation operating cost plus the eight year average of transportation equipment. Summer school payments will be capped at 1.5% of the per student and transportation appropriation.

Transportation Payments Based on DEA

ND Department of Public Instruction

Presented to House Education Committee
January 5, 2005

Appendix   Field Names and Descriptions

Efficiency

The efficiency of the school district as determined by the DEA procedure

CSR

The cost per student ride in dollars (CSR = Transp Exp / Total Annual Rides)

Transp Exp

Total annual expenditures for school transportation excluding special education

UDA

The Unadjusted District Allotment. The annual dollars needed for efficient transportation (UDA = CSR * Projected Rides * Efficiency)

Current Funding

Current transportation block grant for district provided by the state

DEA Funding

State funding as determined by the DEA procedure

DEA Funding Change

The change from current funding to DEA funding

Current Perc Funding

The percentage of transportation expenditures covered by the current block grant

DEA Perc Funding

The percentage of transportation expenditures that would be covered by the DEA funding

DEA - Current Perc

DEA Perc Funding minus Current Perc Funding

UDA Perc Funding

The percentage of the dollars needed for efficient transportation (UDA) covered by DEA funding

K-12 Enr

Enrollment for K-12

Rides / student / day

The number of rides per enrolled student per day (Rides / student / day = Total annual rides / K thru 12 Enrollment / 173 days per year)

ID	District Name	Efficiency	CSR	Transp Exp	UDA	Current Funding	DEA Funding	DEA Funding Change	Current Perc Funding	DEA Perc Funding	DEA Current Perc	UDA Perc Funding	K-12 Enr	Rides/student/day
17003	Beach	1.000	4.92	168,451	168,451	52,000	139,351	87,351	31%	83%	52%	83%	336	0.59
22014	Robinson	1.000	2.83	7,841	7,841	2,999	6,487	3,487	38%	83%	45%	83%	8	2.00
28008	Underwood	1.000	1.96	94,650	94,650	44,716	78,300	33,583	47%	83%	36%	83%	226	1.24
9006	West Fargo	1.000	0.93	618,337	618,337	295,830	511,520	215,690	48%	83%	35%	83%	5,372	0.74
30001	Mandan	0.956	1.21	608,768	582,161	277,621	481,594	203,973	46%	79%	34%	83%	3,250	0.96
39037	Wahpeton	0.986	1.05	306,818	302,447	152,010	250,200	98,190	50%	82%	32%	83%	1,494	1.14
9007	Mapleton	1.000	3.39	15,251	15,251	7,841	12,617	4,776	51%	83%	31%	83%	96	0.27
34043	St Thomas	1.000	1.46	16,627	16,627	8,747	13,754	5,008	53%	83%	30%	83%	135	0.49
31001	New Town	1.000	1.07	226,459	226,459	119,716	187,339	67,623	53%	83%	30%	83%	772	1.61
53015	Tioga	1.000	1.55	137,509	137,509	75,646	113,755	38,109	55%	83%	28%	83%	257	2.00
10014	Border Central	0.956	4.84	41,622	39,809	22,730	32,932	10,202	55%	79%	25%	83%	28	1.78
9002	Kindred	1.000	1.14	248,877	248,877	144,966	205,884	60,918	58%	83%	25%	83%	688	1.84
49014	May Port CG	1.000	1.94	190,194	190,194	111,070	157,339	46,269	58%	83%	24%	83%	600	0.95
51004	Nedrose	1.000	0.88	105,778	105,778	61,944	87,505	25,561	59%	83%	24%	83%	253	2.74
31003	Parshall	0.989	2.37	116,206	114,894	69,241	95,046	25,805	60%	82%	22%	83%	307	0.92
36044	Starkweather	0.997	2.63	68,294	68,294	41,581	56,496	14,915	61%	83%	22%	83%	100	1.50
13016	Killdeer	1.000	1.61	152,678	152,678	92,971	126,304	33,332	61%	83%	22%	83%	403	1.36
30013	Hebron	1.000	1.86	92,936	92,936	57,642	76,881	19,240	62%	83%	21%	83%	168	1.72
40004	Mt Pleasant	0.888	2.46	93,480	82,979	49,577	68,644	19,068	53%	73%	20%	83%	322	0.68
11040	Ellendale	0.998	2.48	144,875	144,875	91,245	119,848	28,603	63%	83%	20%	83%	363	0.94
47010	Pingree Buchanan	1.000	2.11	117,443	117,443	74,344	97,155	22,811	63%	83%	19%	83%	155	2.08
28004	Washburn	0.979	1.73	107,937	105,627	67,574	87,381	19,807	63%	81%	18%	83%	336	1.07
41003	N Sargent	0.792	2.87	56,566	44,822	27,878	37,079	9,201	49%	66%	16%	83%	190	0.60
18001	Grand Forks	1.000	0.92	558,117	558,117	372,827	461,704	88,877	67%	83%	16%	83%	7,899	0.48
38026	Glenburn	1.000	1.72	133,951	133,951	90,520	110,811	20,291	68%	83%	15%	83%	293	1.54
36002	Edmore	1.000	3.19	88,307	88,307	60,068	73,052	12,984	68%	83%	15%	83%	93	1.72
9097	Northern Cass	0.932	1.35	215,436	200,787	135,623	166,101	30,478	63%	77%	14%	83%	461	2.00
43003	Solen	0.755	2.07	146,950	110,912	71,323	91,752	20,429	49%	62%	14%	83%	146	2.81
3006	Leeds	1.000	2.40	104,847	104,847	73,144	86,735	13,590	70%	83%	13%	83%	196	1.30
10019	Munich	1.000	1.60	64,672	64,672	45,201	53,500	8,299	70%	83%	13%	83%	117	2.00
9017	Central Cass	1.000	1.39	206,579	206,579	145,059	170,893	25,835	70%	83%	13%	83%	835	1.03
50078	Park River	1.000	1.77	125,246	125,246	88,068	103,610	15,542	70%	83%	12%	83%	413	1.00
10023	Langdon Area	0.779	3.12	277,549	216,239	145,044	178,885	33,840	52%	65%	12%	83%	496	1.04
8001	Bismarck	0.483	2.15	1,216,178	586,974	337,650	485,576	147,926	28%	40%	12%	83%	10,370	0.34
34006	Cavalier	0.749	1.87	183,983	137,721	92,423	113,930	21,506	50%	62%	12%	83%	521	1.09
9080	Page	1.000	1.60	87,314	87,314	62,436	72,231	9,795	72%	83%	11%	83%	126	2.51
41006	Sargent Central	1.000	1.97	184,237	184,237	131,698	152,411	20,713	72%	83%	11%	83%	306	1.76
37019	Lisbon	0.856	1.76	165,696	141,878	99,974	117,369	17,395	60%	71%	11%	83%	646	0.84
53091	Wildrose/Alamo	0.871	7.09	55,934	48,744	34,583	40,323	5,740	62%	72%	10%	83%	50	0.91
40007	Belcourt	0.468	4.01	884,089	413,719	255,894	342,250	86,355	29%	39%	10%	83%	1,727	0.76
25001	Velva	1.000	1.65	166,241	166,241	121,599	137,523	15,924	73%	83%	10%	83%	434	1.35

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3029	Warwick	0.601	2.56	174,692	104,942	71,088	86,813	15,725	41%	50%	9%	83%	214	1.85
51001	Minot	0.767	1.58	393,515	301,919	214,866	249,763	34,898	55%	64%	9%	83%	6,753	0.29
24002	Napoleon	1.000	2.68	112,976	112,976	83,632	93,460	9,828	74%	83%	9%	83%	236	1.03
51010	Bell	0.886	0.80	72,346	64,096	46,854	53,024	6,170	65%	73%	9%	83%	151	3.44
15006	Hazelton Moffit	1.000	2.92	106,121	106,121	78,946	87,789	8,843	74%	83%	8%	83%	146	1.44
25057	Drake	1.000	2.62	108,503	108,503	80,987	89,759	8,772	75%	83%	8%	83%	138	1.73
9001	Fargo	0.438	2.19	1,346,435	589,350	388,153	487,541	99,388	29%	36%	7%	83%	11,142	0.35
38009	Mohall	0.960	2.63	112,736	108,282	81,594	89,577	7,983	72%	80%	7%	83%	230	1.08
8033	Menoken	1.000	1.42	21,131	21,131	16,047	17,481	1,434	76%	83%	7%	83%	19	4.53
26019	Wishek	1.000	2.58	103,639	103,639	78,898	85,736	6,837	76%	83%	7%	83%	257	0.90
29027	Beulah	0.715	2.14	258,841	185,015	136,307	153,054	16,747	53%	59%	6%	83%	862	0.84
39028	Lidgerwood	0.672	2.57	101,851	68,488	50,225	56,657	6,432	49%	56%	6%	83%	227	1.01
12001	Divide County	0.857	3.84	188,308	161,343	121,621	133,471	11,850	65%	71%	6%	83%	299	0.95
5017	Westhope	1.000	2.23	78,641	78,641	61,148	65,056	3,908	78%	83%	5%	83%	146	1.40
3009	Maddock	0.801	2.01	141,198	113,037	86,747	93,510	6,763	61%	66%	5%	83%	213	1.91
27001	McKenzie Co	0.750	2.33	461,082	345,643	264,569	285,934	21,365	57%	62%	5%	83%	585	1.95
11041	Oakes	0.843	2.58	154,424	130,122	100,849	107,644	6,795	65%	70%	4%	83%	527	0.67
47019	Kensal	0.662	2.30	33,480	22,160	16,893	18,332	1,439	51%	55%	4%	83%	61	1.38
30004	Little Heart	0.750	2.36	22,882	17,154	13,254	14,191	937	58%	62%	4%	83%	25	2.24
39042	Wyndmere	0.717	2.16	149,656	107,254	83,218	88,726	5,508	56%	59%	4%	83%	265	1.51
27032	Horse Creek	0.275	12.52	26,001	7,140	5,158	5,907	748	20%	23%	3%	83%	6	2.00
9004	Maple Valley	0.780	2.19	200,577	156,356	123,805	129,346	5,541	62%	65%	3%	83%	264	2.00
40029	Rolette	0.770	2.67	104,491	80,449	63,915	66,551	2,636	61%	64%	3%	83%	185	1.22
50079	Fordville	1.000	1.45	53,034	53,034	42,737	43,873	1,136	81%	83%	2%	83%	79	2.69
39044	Richland	1.000	0.99	112,093	112,093	90,930	92,729	1,799	81%	83%	2%	83%	304	2.15
23003	Edgeley	0.666	4.48	141,078	93,986	75,742	77,750	2,008	54%	55%	1%	83%	243	0.75
22026	Steele Dawson	0.793	2.56	132,817	105,270	85,278	87,085	1,807	64%	66%	1%	83%	276	1.09
36001	Devils Lake	0.778	1.14	468,054	363,980	297,102	301,103	4,001	64%	64%	1%	83%	1,866	1.31
34001	Pembina	0.315	15.03	46,801	14,755	11,923	12,206	283	26%	26%	1%	83%	138	0.13
15036	Linton	0.736	2.52	165,069	121,556	100,333	100,557	225	61%	61%	0%	83%	375	1.01
27019	Bowline Butte	0.406	7.54	33,896	-	-	-	-	0%	0%	0%	0%	4	6.50
4001	Billings Co	0.767	4.72	284,067	-	-	-	-	0%	0%	0%	0%	76	4.58
27018	Earl	0.715	3.38	9,669	-	-	-	-	0%	0%	0%	0%	5	3.31
47026	Spiritwood	0.117	27.89	67,542	-	-	-	-	0%	0%	0%	0%	7	2.00
7014	Bowbells	0.645	4.75	47,613	30,713	25,439	25,408	(32)	53%	53%	0%	83%	88	0.66
49007	Halton	0.885	1.24	65,055	57,587	47,653	47,639	(15)	73%	73%	0%	83%	253	1.20
29003	Hazen	0.519	2.98	217,898	113,011	94,054	93,489	(565)	43%	43%	0%	83%	735	0.59
49009	Hillsboro	0.458	2.30	178,088	81,480	68,218	67,404	(813)	38%	38%	-1%	83%	426	1.05
23007	Kulm	0.771	3.79	112,080	86,427	72,104	71,497	(607)	64%	64%	-1%	83%	136	1.26
46019	Finley Sharon	1.000	1.66	59,792	59,792	49,798	49,463	(335)	83%	83%	-1%	83%	178	1.17
5054	Newburg United	0.880	3.50	78,616	69,163	57,821	57,215	(606)	74%	73%	-1%	83%	80	1.62

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43008	Selfridge	0.718	5.37	149,499	107,412	90,325	88,857	(1,468)	60%	59%	-1%	83%	70	2.30
30048	Glen Ullin	0.846	2.35	116,975	99,016	83,384	81,911	(1,473)	71%	70%	-1%	83%	212	1.36
47001	Jamestown	0.507	1.88	433,180	219,510	187,835	181,590	(6,244)	43%	42%	-2%	83%	2,477	0.56
22020	Tuttle	0.672	4.48	61,946	41,648	35,404	34,453	(951)	57%	56%	-2%	83%	49	1.63
41002	Milnor	1.000	0.91	53,967	53,967	45,660	44,644	(1,016)	85%	83%	-2%	83%	311	1.11
32066	Lakota	0.606	2.91	193,814	117,407	100,942	97,125	(3,816)	52%	50%	-2%	83%	257	1.50
7027	Powers Lake	0.740	4.00	78,465	58,032	49,741	48,007	(1,734)	63%	61%	-2%	83%	115	0.99
31002	Stanley	1.000	2.55	225,877	225,877	192,451	186,857	(5,594)	85%	83%	-3%	83%	363	1.41
42019	McClusky	0.902	3.25	77,502	69,877	60,045	57,806	(2,239)	78%	75%	-3%	83%	111	1.24
37006	Ft Ransom	0.874	2.21	34,424	30,074	25,935	24,879	(1,056)	75%	72%	-3%	83%	23	3.91
50020	Minto	0.724	2.41	94,059	68,081	59,364	56,320	(3,044)	63%	60%	-3%	83%	222	1.04
18128	Midway	0.643	1.74	189,928	122,176	107,955	101,071	(6,884)	57%	53%	-4%	83%	298	2.16
51070	S Prairie	0.778	1.88	107,500	83,688	73,256	69,231	(4,025)	68%	64%	-4%	83%	151	2.19
5001	Bottineau	0.850	1.83	285,225	242,366	211,221	200,498	(10,724)	74%	70%	-4%	83%	764	1.23
18127	Emerado	1.000	0.71	51,524	51,524	44,630	42,623	(2,007)	87%	83%	-4%	83%	104	4.09
53006	Eight Mile	1.000	0.65	52,199	52,199	45,330	43,182	(2,149)	87%	83%	-4%	83%	232	2.01
44012	Marmarth	1.000	2.10	7,272	7,272	6,338	6,016	(322)	87%	83%	-4%	83%	12	1.67
45034	Richard-Taylor	0.794	2.11	227,926	180,900	160,459	149,650	(10,809)	70%	66%	-5%	83%	286	2.18
51007	United	1.000	0.88	173,838	173,838	154,092	143,808	(10,284)	89%	83%	-6%	83%	602	1.89
26009	Ashley	0.713	2.95	138,989	99,087	90,687	81,970	(8,717)	65%	59%	-6%	83%	172	1.58
37022	Enderlin	0.757	2.10	124,802	94,433	86,158	78,120	(8,038)	69%	63%	-6%	83%	340	1.01
22011	Pettibone	0.560	4.46	50,924	28,529	26,831	23,601	(3,229)	53%	46%	-6%	83%	15	4.40
28050	Max	0.544	3.69	122,638	66,694	63,271	55,172	(8,099)	52%	45%	-7%	83%	170	1.13
24056	Gackle-Streeter	0.626	4.78	198,482	124,224	118,364	102,765	(15,600)	60%	52%	-8%	83%	127	1.89
53099	Grenora	1.000	4.41	61,253	61,253	55,502	50,672	(4,831)	91%	83%	-8%	83%	62	1.29
21001	Mott-Regent	0.811	2.63	222,557	180,446	167,317	149,274	(18,043)	75%	67%	-8%	83%	288	1.70
18061	Thompson	0.589	1.82	98,363	57,944	55,981	47,935	(8,047)	57%	49%	-8%	83%	438	0.71
44032	Central Elem	0.619	3.39	23,490	14,545	13,956	12,032	(1,924)	59%	51%	-8%	83%	9	4.44
34055	Neche	0.472	6.77	37,500	17,704	17,860	14,645	(3,215)	48%	39%	-9%	83%	104	0.31
18129	Northwood	0.669	2.30	132,633	88,776	84,920	73,440	(11,480)	64%	55%	-9%	83%	311	1.07
26004	Zeeland	0.842	1.76	25,520	21,488	20,054	17,776	(2,278)	79%	70%	-9%	83%	65	1.29
53002	Nesson	0.607	4.30	118,935	72,170	70,522	59,703	(10,818)	59%	50%	-9%	83%	173	0.93
50003	Grafton	0.557	1.40	125,620	69,951	69,342	57,867	(11,475)	55%	46%	-9%	83%	907	0.64
28051	Garrison	0.559	3.36	204,682	114,384	113,979	94,624	(19,354)	56%	46%	-10%	83%	351	1.01
3016	Oberon	0.504	2.82	38,972	19,657	20,145	16,261	(3,884)	52%	42%	-10%	83%	45	1.78
1013	Hettinger	0.740	5.39	186,128	137,680	133,338	113,896	(19,442)	72%	61%	-10%	83%	355	0.56
32001	Dakota Prairie	1.000	1.90	224,605	224,605	209,236	185,805	(23,431)	93%	83%	-11%	83%	325	2.10
50039	Lankin	0.724	2.46	30,636	22,169	21,608	18,339	(3,269)	71%	60%	-11%	83%	58	1.24
2002	Valley City	0.569	2.81	177,808	101,237	102,948	83,749	(19,199)	58%	47%	-11%	83%	1,205	0.34
15015	Strasburg	0.660	2.97	117,676	77,722	77,071	64,295	(12,775)	66%	55%	-11%	83%	193	1.19
7036	Burke Central	0.676	3.90	79,542	53,751	53,209	44,466	(8,743)	67%	56%	-11%	83%	91	1.30

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52038	Harvey	0.741	2.43	182,258	135,051	131,846	111,721	(20,125)	72%	61%	-11%	83%	490	0.89
18044	Larimore	0.717	1.83	178,484	127,939	125,586	105,838	(19,748)	70%	59%	-11%	83%	541	1.08
20018	Griggs Co Central	0.611	2.69	187,210	114,433	116,424	94,665	(21,759)	62%	51%	-12%	83%	335	1.20
18125	Manvel	0.416	2.19	181,784	75,611	83,951	62,549	(21,402)	46%	34%	-12%	83%	154	3.13
39018	Fairmount	0.636	2.47	43,129	27,437	27,866	22,697	(5,168)	65%	53%	-12%	83%	106	0.95
48008	Southern	0.700	3.02	59,766	41,846	41,803	34,617	(7,186)	70%	58%	-12%	83%	259	0.44
19049	Elgin-New Leipzig	0.691	2.83	175,304	121,069	122,304	100,154	(22,149)	70%	57%	-13%	83%	242	1.48
30007	New Salem	0.722	2.53	179,338	129,406	130,847	107,051	(23,795)	73%	60%	-13%	83%	373	1.10
35005	Rugby	0.535	3.61	316,332	169,329	182,837	140,078	(42,759)	58%	44%	-14%	83%	587	0.86
27002	Alexander	0.798	4.92	68,088	54,309	54,182	44,927	(9,255)	80%	66%	-14%	83%	68	1.18
21009	New England	0.893	3.57	130,876	116,855	114,904	96,668	(18,236)	88%	74%	-14%	83%	190	1.12
50106	Edinburg	0.773	1.93	67,983	52,549	53,088	43,472	(9,617)	78%	64%	-14%	83%	138	1.48
27014	Yellowstone	0.618	2.30	47,724	29,485	31,237	24,392	(6,845)	66%	51%	-14%	83%	47	2.55
25060	TGU	0.708	3.01	289,276	204,849	211,308	169,462	(41,846)	73%	59%	-14%	83%	385	1.44
6001	Bowman	0.642	4.86	99,127	63,655	67,451	52,659	(14,792)	68%	53%	-15%	83%	427	0.28
53008	New	0.639	2.92	226,237	144,600	154,349	119,620	(34,729)	68%	53%	-15%	83%	220	2.03
14001	New Rockford	0.481	3.52	174,334	83,854	96,214	69,368	(26,846)	55%	40%	-15%	83%	386	0.74
51016	Sawyer	0.469	3.03	79,710	37,348	43,529	30,896	(12,633)	55%	39%	-16%	83%	132	1.15
45013	Belfield	0.585	2.43	50,428	29,485	32,577	24,392	(8,185)	65%	48%	-16%	83%	233	0.52
51028	Kenmare	0.462	9.03	217,531	100,577	118,741	83,203	(35,538)	55%	38%	-16%	83%	296	0.47
20007	Midkota	0.675	3.89	180,482	121,846	130,495	100,797	(29,698)	72%	56%	-17%	83%	150	1.79
23008	Lamoure	0.713	3.29	100,188	71,473	75,650	59,127	(16,523)	76%	59%	-17%	83%	349	0.51
2046	Litchville-Marion	0.708	2.81	167,219	118,413	126,147	97,957	(28,190)	75%	59%	-17%	83%	194	1.78
39005	Mantador	1.000	2.27	12,558	12,558	12,493	10,389	(2,104)	100%	83%	-17%	83%	11	2.91
40001	Dunseith	0.679	1.32	130,153	88,425	95,238	73,150	(22,088)	73%	56%	-17%	83%	484	1.17
39008	Hankinson	0.583	1.84	106,729	62,223	69,872	51,474	(18,398)	66%	48%	-17%	83%	329	1.02
28085	White Shield	1.000	1.09	32,570	32,570	32,714	26,944	(5,770)	100%	83%	-18%	83%	140	1.23
13008	Dodge	0.580	3.03	36,655	21,267	24,129	17,593	(6,536)	66%	48%	-18%	83%	36	1.94
16010	Carrington	0.681	2.52	222,169	151,297	165,103	125,161	(39,942)	74%	56%	-18%	83%	643	0.82
52025	Fessenden-Bowdon	0.725	2.89	137,015	99,351	107,026	82,189	(24,837)	78%	60%	-18%	83%	225	1.22
33018	Center	0.677	2.38	125,051	84,698	92,738	70,066	(22,672)	74%	56%	-18%	83%	250	1.22
22028	Tappen	1.000	2.42	48,711	48,711	49,188	40,296	(8,892)	101%	83%	-18%	83%	105	1.11
19018	Roosevelt	0.868	3.88	88,531	76,839	80,206	63,565	(16,641)	91%	72%	-19%	83%	113	1.17
42016	Goodrich	0.732	3.94	42,286	30,962	33,782	25,613	(8,169)	80%	61%	-19%	83%	51	1.25
2065	N Central	0.627	2.62	161,051	101,028	114,821	83,575	(31,246)	71%	52%	-19%	83%	150	2.37
49003	Central Valley	1.000	1.07	106,974	106,974	109,354	88,494	(20,859)	102%	83%	-20%	83%	277	2.08
6017	Rhame	0.532	6.38	97,199	51,678	61,864	42,751	(19,113)	64%	44%	-20%	83%	73	1.21
28072	Turtle Lake Merc	0.659	3.26	155,444	102,365	116,063	84,682	(31,382)	75%	55%	-20%	83%	191	1.45
2082	Wimbledon Ct	0.665	2.48	102,616	68,243	77,501	56,454	(21,047)	76%	55%	-21%	83%	152	1.57
35001	Wolford	0.507	3.01	48,891	24,812	31,164	20,526	(10,638)	64%	42%	-22%	83%	58	1.62
50128	Adams	0.750	2.19	59,864	44,873	50,162	37,121	(13,041)	84%	62%	-22%	83%	95	1.66

| ID	District Name	Efficiency	CSR	Transp Exp	UDA	Current Funding	DEA Funding	DEA Funding Change	Current Perc Funding	DEA Perc Funding	DEA- Current Perc	UDA Perc Funding	K-12 Enr	Rides/student/day
6033	Scanton	0.655	4.37	136,231	89,191	103,692	73,783	(29,909)	76%	54%	-22%	83%	163	1.10
46010	Hope	1.000	1.59	61,675	61,675	64,545	51,021	(13,524)	105%	83%	-22%	83%	146	1.54
3030	Ft Totten	0.497	1.31	93,673	46,574	59,207	38,528	(20,679)	63%	41%	-22%	83%	212	1.95
45009	S Heart	0.516	3.08	175,024	90,310	115,898	74,709	(41,189)	66%	43%	-24%	83%	251	1.31
45001	Dickinson	0.424	3.65	313,221	132,957	184,765	109,989	(74,776)	59%	35%	-24%	83%	2,670	0.27
37002	Sheldon	0.612	2.41	25,831	15,802	19,774	13,072	(6,702)	77%	51%	-26%	83%	33	1.88
47003	Medina	0.526	4.02	143,105	75,292	99,548	62,285	(37,263)	70%	44%	-26%	83%	159	1.31
51161	Lewis&Clark	1.000	1.83	150,946	150,946	164,715	124,870	(39,845)	109%	83%	-26%	83%	-	-
34012	Valley	1.000	0.94	45,316	45,316	49,519	37,488	(12,031)	109%	83%	-27%	83%	151	1.84
47014	Montpelier	0.342	4.15	110,631	37,840	61,688	31,303	(30,385)	56%	28%	-28%	83%	99	1.57
8028	Wing	0.970	2.76	63,903	62,001	69,055	51,290	(17,765)	108%	80%	-28%	83%	90	1.50
48002	Bisbee Egeland	0.467	4.57	85,321	39,847	57,016	32,964	(24,052)	67%	39%	-28%	83%	85	1.28
29020	Golden Valley	0.393	3.72	51,527	20,226	31,970	16,732	(15,239)	62%	33%	-30%	83%	50	1.68
23011	Verona	0.667	2.15	34,925	23,283	29,582	19,261	(10,321)	85%	55%	-30%	83%	47	2.00
44014	Sheets	1.000	1.11	4,598	4,598	5,241	3,804	(1,437)	114%	83%	-31%	83%	7	3.43
52039	Sykes	0.457	3.39	48,152	22,020	33,329	18,216	(15,113)	69%	38%	-31%	83%	72	1.14
17006	Lone Tree	1.000	2.37	36,171	36,171	41,282	29,923	(11,359)	114%	83%	-31%	83%	45	1.96
30008	Sims	0.715	2.88	35,608	25,468	32,752	21,069	(11,684)	92%	59%	-33%	83%	34	2.10
48028	N Central	1.000	1.77	24,993	24,993	28,892	20,675	(8,217)	116%	83%	-33%	83%	69	1.19
28001	Montefiore	0.456	5.63	72,050	32,829	50,950	27,158	(23,791)	71%	38%	-33%	83%	207	0.36
51041	Surrey	0.717	1.19	78,033	55,985	75,542	46,314	(29,228)	97%	59%	-37%	83%	395	0.96
40003	St John	0.648	1.06	85,788	55,607	78,468	46,001	(32,467)	92%	54%	-38%	83%	295	1.58
29022	Stanton	0.407	2.87	21,857	8,896	16,036	7,359	(8,677)	73%	34%	-40%	83%	47	0.94
14012	Sheyenne	0.327	4.35	107,358	35,087	71,624	29,026	(42,599)	67%	27%	-40%	83%	91	1.57
34019	Drayton	0.706	2.01	43,176	30,468	43,101	25,205	(17,896)	100%	58%	-41%	83%	189	0.72
38002	Sherwood	0.568	3.92	106,277	60,378	94,175	49,947	(44,228)	89%	47%	-42%	83%	106	1.52
30039	Flasher	0.534	3.02	192,997	103,086	167,814	85,278	(82,536)	87%	44%	-43%	83%	221	1.67
53001	Williston	0.088	13.12	136,230	11,983	79,517	9,913	(69,604)	58%	7%	-51%	83%	2,204	0.09
25014	Anamoose	0.447	3.45	60,840	27,186	54,626	22,490	(32,136)	90%	37%	-53%	83%	81	1.26
52035	Pleasant Valley	0.553	2.69	28,848	15,949	28,568	13,194	(15,374)	99%	46%	-53%	83%	21	2.95
15012	Union	0.369	4.02	16,695	6,160	14,032	5,096	(8,936)	84%	31%	-54%	83%	4	6.00
5035	Lansford	0.603	2.72	27,281	16,461	28,228	13,617	(14,611)	104%	50%	-54%	83%	31	1.89
13019	Halliday	0.272	10.43	57,717	15,682	44,964	12,973	(31,991)	78%	23%	-55%	83%	34	0.94
15010	Bakker	0.655	2.19	13,818	9,057	17,677	7,492	(10,184)	128%	54%	-74%	83%	6	6.07
				28,313,674	20,334,960	16,822,143	16,822,143	0					99,671	

Data Notes

The following districts have been excluded from the transportation analysis due to incomplete or suspect data:

District Name	ID
Apple Creek	8039
Baldwin	8029
Eureka	51019
Ft Yates	43004
Grand Fks AB	18140
Mandaree	27036
Manning	8045
Minnewaukan	3005
Minot AFB	51160
Nash	50051
Naughton	8025
Sterling	8035
Sweet Briar	30017
Twin Buttes	13037
Walhalla	34027

The following school districts have been reported to have zero funding from the state for the current year:

District Name	ID
Billings Co	4001
Bowline Butte	27019
Earl	27018
Spiritwood	47026

Current Perc Funding

Current Perc Funding
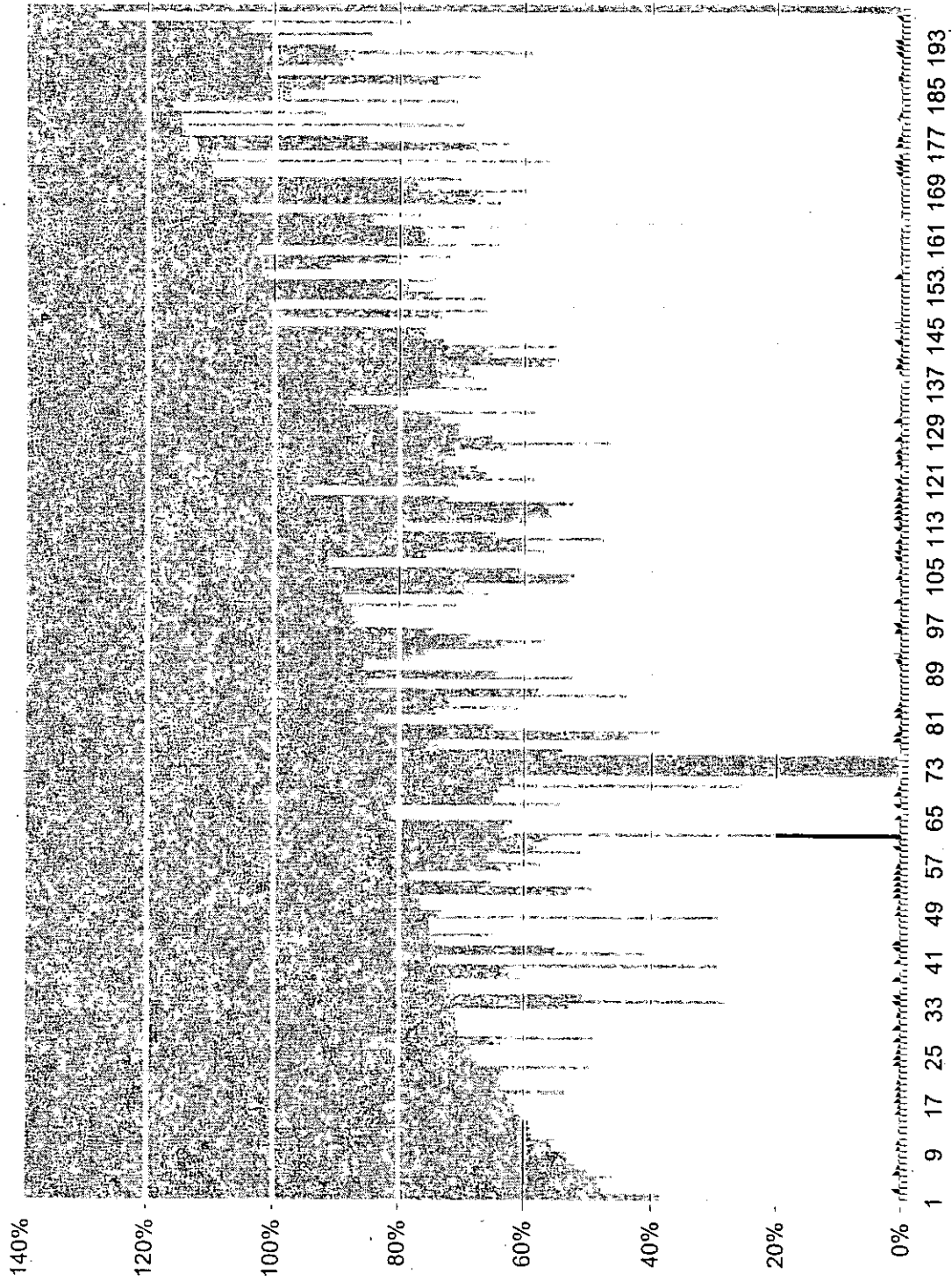
DEA Perc Funding

DEA Perc Funding
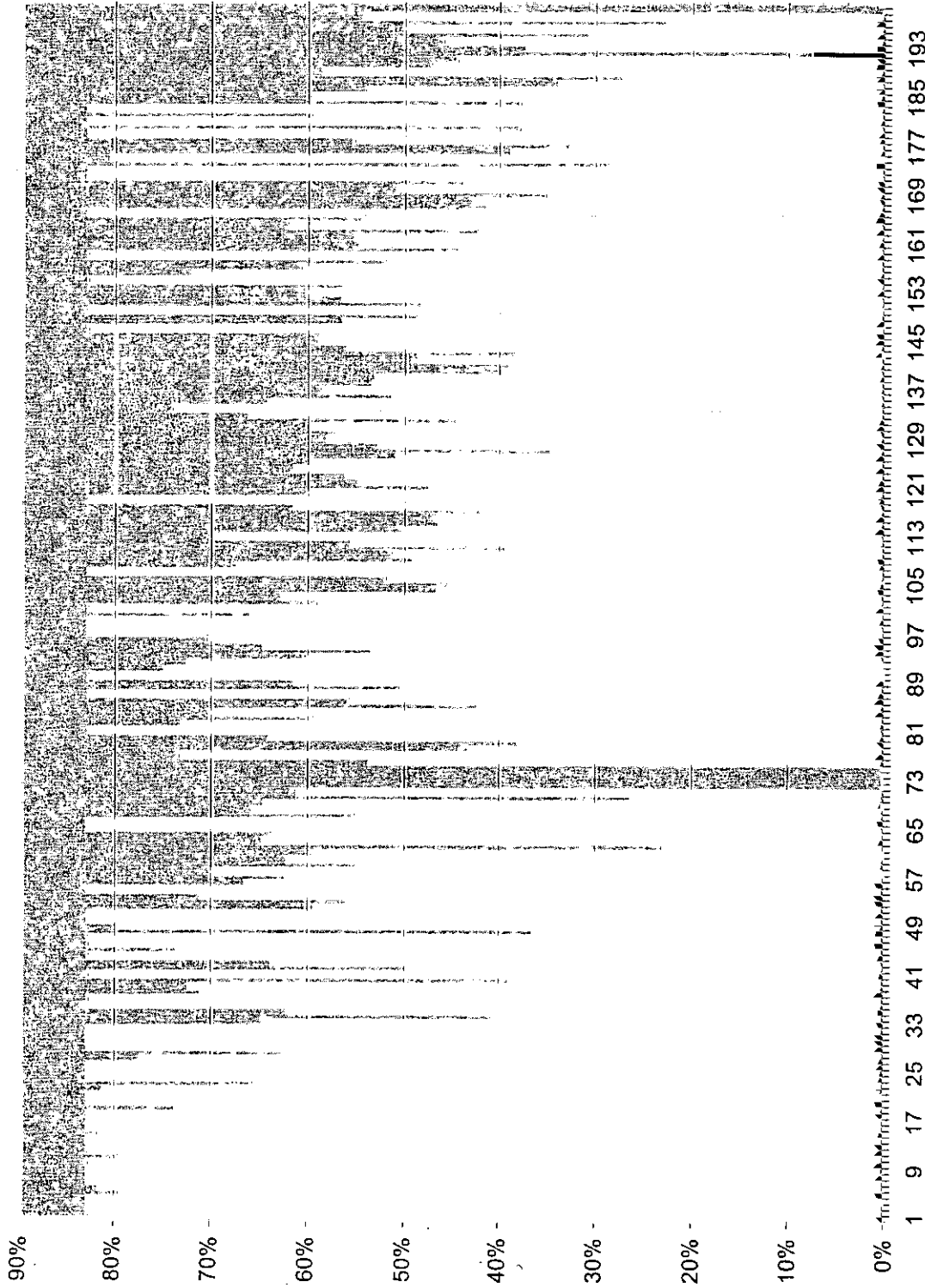
Funding Formula

- Use DEA and regression analysis to determine efficiency of each school district

- Calculate cost per student ride CSR for each district:

CSR = total transportation expenditures / rides per year

- Calculate unadjusted district allotment UDA:

UDA = CSR * efficiency score * projected rides per year

- DEA Funding:

$$UDA_i \bullet \left[Total\ Appropriations \right] \Big/ \sum_{ie\ School\ Districts} UDA_i$$

Testimony on HB 1033
By
Dr. M. Douglas Johnson, Assistant Executive Director—NDCEL

Madam Chairman and members of the Committee, my name is Doug Johnson and I

represent the school administrators of North Dakota. I am here to testify in opposition to HB

1033.

There are several reasons why the NDCEL opposes this bill but first, I must comment

on the methodology by which the transportation formula computes a district's efficiency. The

NDDPI contracted with Dr. Kendall Nygaard, Chairman, Department of Computer Science,

NDSU to develop a "quantitative foundation for a school transportation formula that rewards

efficiency and recognizes differences in site characteristics among school districts." This

"foundation" proposed transportation plans operated by districts must meet minimum quality

standards, including maximum standard ride time, average standard ride time, and updated

equipment requirements through process called the Date Envelopment Analysis (DEA). This

"linear programming approach" was designed to encourage operational efficiency while,

according to its developer, still considers resources and environmental factors necessary to

provide safe, sufficient and reliable transportation service.

The DEA process considers a variety of inputs, in determining efficiency but the most

important are: 1) population density of a district, 2) usability of roads based on NDDOT's

road database, 3) total square miles of the school district and 4) the cost of operating the

system (calculated as the cost/student ride (CSR). Recognizing that these inputs vary widely

across the state and significantly impact a district's CSR, the DEA formula placed districts in

to similar "peer groups" and then ranked each district within that peer group, with only one

of the districts getting a efficiency of 100% and the remaining falling below 100% efficiency.

This methodology created many discrepancies among districts in the first calculations computed in early October of 2004. Below is an example of four districts that have similar efficiency ratings but with very different DEA funding results. Several things are obvious from this example. First, a district can have a very high efficiency rating and a fairly low cost per student ride (see districts A and B). However, the new formula, as a NDDPI official, said has "leveled out the payment received – small districts don't get an extra 'kick'- so the appropriation is distributed evenly." This causes district A to get $33,332 more and district B to get $39,845 less using the DEA formula than they would under the current transportation funding. Districts C and D are also similar in efficiency and CSR but because of the "leveling effect" of the formula, the difference between district C's Current Funding and DEA Funding is only a loss of $565 where district D would lose $41,189.

District	Efficiency	CSR	Trans Exp	UDA	Current Funding	DEA Funding	Funding Change	% Funding	% Funding	K-12 Enr	Student/ Day
A	1.00	1.61	152,678	152,678	92,971	126,304	33,332	61%	83%	403	1.36
B	1.00	1.83	150,946	150,946	164,715	124,870	(39,845)	109%	83%	-	-
C	.519	2.98	217,898	113,011	94,054	93,489	(565)	43%	43%	253	1.20
D	.516	3.08	175,024	90,310	115,898	74,709	(41,189)	66%	43%	251	1.31

(From data for all 213 school districts provided to the Interim Education Committee by NDDPI on October 4, 2004)

A major problem with the DEA formula is that in leveling the payment received, districts which have very large areas in which they must provide transportation regardless of distance or student numbers are going to receive less payment because they will not be as efficient as other members of their peer group. Further, if only one district is allowed to reach 100% efficiency within a peer group, the remaining peers will have to be ranked below the 100% rating and never will be able to a full transportation payment. A second problem is that districts that added new equipment during the year of calculation appear to be "gigged"

in their CSR because the purchase of a new bus was added to their efficiency rating. A third problem is that the formula does not account for open enrolled students who are provided bussing. Many districts send buses considerable distances to provide these students transportation. These students and the land area from which they come are not included in formula and again cause a reduction in a district's efficiency.

Finally, the formula that was presented to the Interim Education Committee did not have current and totally accurate data. The finance numbers for 2003-04 were not part of the formula and rides per student per day numbers varied greatly from district to district. This brings to question the accuracy of the reports used to generate the DEA funding. It is our hope that the hearing on HB1033 will resolve these questions through a complete and accurate report of the DEA formula during the hearing process. In the mean time, our members believe that this formula is not one that should be adopted and we urge the committee to return to the 2001 transportation funding formula.

Thank you for your attention and I encourage you to give HB 1033 a Do Not Pass recommendation. I will be happy to answer any questions that you might have regarding this testimony.

Brian Johnson
Lewis & Clark

Supt. from Bottineau
Bottineau SAYS "NO"
They want old system.

The Lewis and Clark Public School District has 10 bus routes and 1 shuttle route.

Lynne Hennessy	Blue Bird	2003	32,722	66 miles	29 students
Karen Hennessy	Blue Bird	1998	141,863	57 miles	33 students
Delano Mollerud	Blue Bird	2001	55,375	62 miles	29 students
Kevin Yale	Blue Bird	1998	126,415	67 miles	37 students
Lonnie Bergeson	Blue Bird	1992	242,783	103 miles	18 students
Karen Ringeon	Blue Bird	2005	5,555	74/52miles	31 students
Barb Dyke	Blue Bird	2002	17,632	50 miles	18 students
Mike Slind	Blue Bird	1990	308,000	59 miles	25 students
Marvin Franklin	Blue Bird	2002	18,269	60 miles	12 students
Greg Landon	Blue Bird	1992	183,685	66 miles	26 students
Mary Entorf	Ford	1993	221,828	60 miles	
Activity Bus(Ber)	Blue Bird	1994	98,996		
Activity Bus(Ber)	Blue Bird	1989	153,294		
Activity Bus(NS)	Blue Bird	1996	96,588		
Spare Bus(NS)	Ford	1988	235,188		
Spare Bus (NS)	Ford	1985	199,100		
Spare Bus (Pla)	Ward	1983	303,064		

DPI Proposes
124,000
For Lewis and Clark

95
97
99
01

Currently, we bus 258 students out of 398 students which is 65% of our students. We drive 1,426 miles per day. We will drive 246,698 miles per school year. This is excluding any extra-curricular events. The average miles on our buses are 143,550 miles. The average year of our buses are 1994. We pay our drivers 0.39 per mile. The expenses of our busing for 2003-04 are $250,591

03 → #164,715.00

Old Formula - Block Grants

Rural vehicles (less than 10) 0.25
Rural vehicles (10 or More) 0.67   246,698 miles   #165,287.66
Pupils Transported (10 or more rural) .40   42,012 Ridership   16,804.80
In City vehicles (less than 10) .25   η   _____
In City Vehicles (10 or More) .35   234 k-12 kids   40,482   182,092.46
In-City   .20   17 k Kids   1,530
Family Transportation   .40   42,012

Chairperson Kelsch and representatives:
I am Warren Larson, Superintendent of Schools for the
Williston Public School District # 1. I am here today to testify
against the passage of HB 1033, the restructuring of the
transportation reimbursement proposed by the DPI study. I
am not against the creation of a grass roots committee of
stakeholders to study the reimbursement process, as the old
process had some inherent flaws. But until that committee of
stakeholders can be developed, meet, and make some concrete
realistic recommendations, I would suggest that we revert back
to the 2001 method of reimbursement. In the development of
this new DPI plan, the stakeholders, or the school districts had
little or no input. We were shown the plan, but were not a
part of the development of it. I feel that a more in depth study
needs to take place, and am confident that a cooperative
committee comprised of members of the organizations such as
the NDCEL and NDSBA could deal with the issues in a much
less complex manner.

The Williston Public Schools are not able to financially provide
transportation service to all children. The in-city
reimbursement system afforded us too great a loss of revenue
for in-city busing. However, we do have to bus many of our
special education students. We are told that the proposed
system is based on efficiency. Since the Williston Public
Schools currently receive a payment of $79,000 and under the
new proposal we would be cut $69,000, it appears that we are
grossly inefficient. If we were transporting regular education
students, perhaps our system could be more efficient.
However, each special education child that we transport has
special and unique needs, which no graph or binomial
distribution can factor. When transporting wheelchair
students, your costs will be higher than when transporting
regular education students. It takes much more time, more
specialized equipment, and more space in the bus.

Additionally we cannot mix many of our special education students. We are not able to transport both our ED, or emotionally disturbed children, in the same bus that we are transporting our SMH or severely mentally handicapped children. The disruptive nature of the ED children would be catastrophic for the SMH children.

Therefore, my suggestion is to go back to the system of 2001, and allow a committee of stakeholders, members of the key associations, to work on and develop some resolution to the reimbursement process. I can assure you that we may not have in depth graphs or binomial distributions, but we would work hard at coming up with a very fair and equitable plan.

Thank you for allowing me the privilege of addressing you on this critical issue for the public schools of our State.

I will answer any questions that you may have for me . . .

Warren D. Larson
Supt. of Schools
Williston Public School Dist. # 1
PO Box 1407
Williston, ND 58802-1407

TGU SCHOOL DISTRICT #60

TGU Towner & TGU Granville Schools

Debby Marshall, TGU Superintendent

TGU School District #60
PO Box 270
Towner, ND 58788
701-537-5414

TGU Towner
PO Box 270
Towner, ND 58788
701-537-5414

TGU Granville
210 6th St SW
Granville, ND 58741
701-728-6641

TGU School District #60

- **District Size**   1,043.22 sections

- **Transportation Data**

  Routes: 13 regular/rural routes
  1 family transportation

  Additional buses: 2 standby buses
  2 activity buses

  Miles per run: 755 miles

  Total miles per day: 1,510

  Total miles per year: 261,233

  Average miles: 58 miles

  Average ride time: 56 minutes

  Longest route: 65 minutes

  Shortest route: 38 minutes

  Students transported: 69.35 % (267/385)

Testimony
to
HOUSE EDUCATION COMMITTEE
01/04/05

Regarding
HB 1033
School District Transportation
from
Dr. Charles Brickner, Superintendent
Carrington School District

Madam Chair and Fellow Members of the House Education Committee.

Although I fully support efforts to foster efficiency in student transportation I have specific concerns with HB 1033 and the procedure it uses to define "efficiency" and in turn identify those school districts that are deemed to be efficient.

DEA Formula discourages bus routes for open enrolled students by considering only in-district factors.

Point 1 : Specifically, the Carrington School District operates nine regular farm to school bus routes, two of which (22%) solely provide for transporting out of district students into Carrington Schools.

Given a 2004-05 Farm to School Student Transportation Budget of $230,000 approximately $50,000 (22%) is dedicated to out of district students. The DEA Formula has no way of identifying out of district students and therefore finds the program to be inefficient. Carrington property taxes provided for this added cost. The district should not also receive less state payments because of this low efficiency factor.

Point 2: Length of ride (longest riding time) is an important consideration in the DEA Formula. -Efficiency increases with shorter riding times- . Three of the remaining seven bus routes have been extended to reach additional out of district students. This again lowers our efficiency rating.

DEA Formula does not indicate a clear definition of what an efficient bus route should look like. What factors must be altered to become more efficient? Can these factors be managed or are they part of a district's natural geography?

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701-298-2200 • 1-800-367-9668
Fax: 701-298-2210

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P.O. Box 2793
Bismarck, ND 58502-2793
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Fax: 701-224-9485

North Dakota Farm Bureau

www.ndfb.org

House Education Committee
January 5, 2005
Testimony presented by North Dakota Farm Bureau
Sandy Clark, public policy team

Good morning, Madam Chair and members of the committee. Thank you for the opportunity to appear before this committee on HB 1033. For the record my name is Sandy Clark and I represent the 27,500 member-families of North Dakota Farm Bureau.

School transportation is a major issue for students and parents in rural areas of North Dakota. School consolidations also add to the need for state-funded school transportation, because school districts are serving students from increased distances.

We recognize that several inefficiencies exist within the current funding system. More students are driving to school themselves. More parents are working in town and providing their own transportation. After-school activities have also challenged transportation services. Many large buses are driving down the road with few students. In some cases, current state rules and regulations, coupled with the transportation formula, encourage some of the inefficiencies that exist.

While the effort of improving efficiency is commendable, NDFB must oppose HB 1033. We appreciate the amount of time and money expended in the data envelopment analysis. However, this bill has the potential to erode local control of administrators and school boards.

Our Farm Bureau members are concerned that as the system evolves through the years, the state will be mandating bus routes to local school districts. Computers, Geographic Information Systems and all the new technology are wonderful tools that should be utilized in many circumstances. But, we are dealing with people here....students, parents and local school officials...not finite situations. Local administrators are best equipped to make decisions on bus routes and what kind of transportation vehicles should be utilized.

(over)

One future. One voice.

We also have concern that this system could easily provide more funding for large urban schools and less funding for rural schools, which have less students and longer distances to travel. Although providing transportation to these students may not be as efficient, the service is just as necessary as for students in more populated areas.

The concept of rewarding efficiency and encouraging efficiency is admirable, but this system does not seem to be the way to accomplish that.

Rather than implementation of the data envelopment analysis, NDFB supports continuation of the transportation block grant concept that was utilized during the last biennium. Many of our Farm Bureau members serve on local school boards and have indicated they liked that simplified system of providing school transportation funding.

Thank you and I would entertain any questions you might have.