



# School Board Briefing/Proposed Action Report

**Informational** (no action required by Board)     **Action Report** (Board will be required to take action)

**DATE:** January 4, 2016  
**FROM:** Dr. Larry Nyland, Superintendent  
**LEAD STAFF:** Pegi McEvoy, Asst. Superintendent, Operations,  
[pmcevoy@seattleschools.org](mailto:pmcevoy@seattleschools.org)  
Kathy Katterhagen, Director of Logistics, [kkatterhagen@seattleschools.org](mailto:kkatterhagen@seattleschools.org)

## **I. TITLE**

ORCA Card Passport Program Enhancement for Free and Reduced Lunch Secondary students for the 2015-16 school year    **For Introduction:** January 6, 2016  
**For Action:** January 20, 2016

## **II. WHY BOARD ACTION IS NECESSARY**

The proposed action authorizes the district to enhance the current ORCA Card Passport Program for Free and Reduced Lunch (FRL) Secondary students by accepting and implementing an annual grant totaling \$510,017.94~~58~~ from the City of Seattle with a six-year renewal option. This action is in excess of \$250,000, requiring School Board approval, per Policy No. 6220. To accept these funds and implement the enhanced ORCA Card program, these actions are required:

1. Accept the Grant through a Memorandum of Agreement (MOA) with the City of Seattle
2. Amend the 2015-16 Board Approved Transportation Service Standards

## **III. FISCAL IMPACT/REVENUE SOURCE**

The one-year ORCA card agreement, approved September 1, 2015, will increase by \$510,017.94~~58~~ totaling \$3,488,274.10. The City of Seattle funds \$510,017.94~~58~~. Each card is estimated to cost \$204.58 for use from February 1– June 30, 2016. There is no long-term fiscal commitment; annual approval is required.

Proposed action aligns with District’s strategic, academic, and fiscal plans by minimizing operation costs.

Expenditure:     One-time     Annual     Other Source

Expenditures are dependent on City of Seattle Metro Fund availability at this time. Potential state reimbursement is being investigated for use in future years after the grant expires.

## **IV. POLICY IMPLICATION**

This motion is in alignment with Policy A01.00, Instructional Philosophy, because student transportation is considered an integral element of ensuring that all students receive an education that meets goals enumerated in the Instructional Philosophy.

This motion is in alignment with Policy No. 6220, Procurement, because it uses sound business and financial practices that support the delivery of desired services and goods, and exceeds the \$250,000 initial value which requires School Board approval.

This motion is in alignment with Policy No. 6114, Gifts, Grants, Donations and Fundraising Proceeds, as the grant supports the identified principles including mission and vision, equity, and value to students.

This motion is in alignment with Policy Nos. 6600-6620, Transportation, as the proposed agreement provides multiple services enumerated in Transportation Policies promulgated by the Board.

#### **V. RECOMMENDED MOTION**

I move that the School Board accept the grant of \$510,017.~~9458~~ in the form of a Memorandum of Agreement (MOA) with the City of Seattle and authorize the Superintendent to amend the 2015-16 Seattle Public Schools (SPS) Transportation Services Standards and to take any necessary actions to implement the MOA.

#### **VI. BOARD COMMITTEE RECOMMENDATION**

This item was reviewed at the Operations Committee meeting on December 17, 2015. The Committee reviewed the item and moved it forward for consideration by the full Board.

#### **VII. BACKGROUND INFORMATION**

The district has offered ORCA cards to qualified secondary students for 17 years. Over the last three years, the total number of students using this mode of transit has grown to approximately 8500.

In an effort to improve customer service and help contain costs for its users, King County developed a new ORCA Business Passport Product, where annual costs are based on actual student-per-ride usage from the prior year. All cards are funded for the full school year unless a student loses their eligibility and at that time their card will be electronically blocked. During the 2015-2016 school year, the student's per month cost is projected to be about \$35.00. These costs are reimbursed by the State at approximately 95%.

In 2015, the Seattle voters passed Proposition 1, which increased funding for Metro Services in Seattle. The City of Seattle has determined that \$1 Million dollars be allocated for qualified low income students living in the walk zone. This would expand transportation for up to approximately ~~2493~~~~2857~~ walk zone, FRL high school and middle school students residing 1-2 miles from their attendance area school.

-Because this is the first year of this program, it is anticipated that there will be opportunities to refine this program and serve more eligible students. Therefore by March 15, 2016, this program will be reviewed to determine usage and potential expansion within the constraints of funding and transportation service standards. Under consideration is a plan to enhance distribution of cards to students who qualify for Free and Reduced Lunches (FRL) who participate in Running Start and Choice Schools, but live within the 1-2 mile walk zone. Additionally, consideration

for FRL qualified students who live within 0-1~~1~~-2 miles who have hardship situations may also be considered.

### **VIII. STATEMENT OF ISSUE**

In order to increase the number of eligible FRL students who have access to ORCA Services and therefore enhance attendance and increase the number of students who participate in the breakfast program, two actions are required that involve School Board action:

1. Accept the Grant through a Memorandum of Agreement with the City of Seattle (Attachment #1)
2. Amend the 2015-16 Board Approved Transportation Service Standards to include eligible Free and Reduced Lunch secondary students within the 1-2 mile walk zone (Attachment #2, P. 8)

### **IX. ALTERNATIVES**

1. Do not approve this contract. This is not recommended because there is no public transportation alternative.
2. Increase the use of yellow bus transportation. This is not recommended as it will increase overall transportation costs.
3. Approve a program that focuses on FRL eligible students within 0-2 miles in designated regions. This is not recommended because State reimbursement is not available for students living within 1 mile of their school, therefore most of this type of program would not be sustainable after the grant.

### **X. RESEARCH AND DATA SOURCES / BENCHMARKS**

N/A

### **XI. TIMELINE FOR IMPLEMENTATION / COMMUNITY ENGAGEMENT**

Since the fall of 2015, community meetings have been hosted by Rainier Beach school community. Students, families and schools have urged the City to support more access to Metro services. In November 2015, the City of Seattle's, Proposition 1 was passed by the voters and the City Council has identified that part of these funds should provide enhanced services to low income secondary students.

On January 14, 2016, representatives from the district, City Council, Mayor's office, and Seattle Department of Transportation met with the Rainier Beach Transit Justice Team, including students and the school community, to discuss implementation strategies for the 2015-16 school year and beyond. The city and district are committed to continuing to engage with this community and other school communities as this program is refined and enhanced for future years. The district will create an ORCA Card Implementation Task Force per School Board policy 4110 and 4110 SP to help plan, implement and evaluate an open and transparent ORCA Card program.

Upon approval of this motion, the proposed amendment will be executed promptly with eligible students receiving ORCA Passport cards beginning February 1<sup>st</sup>, 2016.

## **XII. ATTACHMENTS**

1. Memorandum of Agreement with City of Seattle
2. Amended 2015-16 Transportation Service Standards



# Memorandum of Agreement

## In support of Strategic Goals

Partner: CITY OF SEATTLE

Term of Agreement: FEBRUARY 1, 2016 – JUNE 30, 2016

In Support of Strategic Goals:

Ensure educational excellence & equity for every student

Improve systems districtwide to support academic outcomes

Seattle School District No. 1 (“District”) and the City of Seattle (“City”) agree to the following:

### I. SCOPE OF WORK

City of Seattle will provide annual funding to enhance Seattle Public Schools’ ORCA Card Passport Program that will enable the District to provide ORCA cards to low income students living within specified distances from their schools that do not receive district funded transportation. For high school students, the program enhancement will provide ORCA cards to low-income students living within the 1-2 mile walk zone of their school. For middle school students, the program enhancement will provide ORCA cards to low-income students living within the 1-1.5 mile walk zone of their school.

The program’s belief is that providing ORCA cards to low-income students will remove a barrier to school and increase utilization of school breakfast services. In recognition of the link between proper nutrition and educational success, this program is a valuable tool to close the opportunity gap in support of the District’s strategic goals. The program’s intent is to improve utilization of FRL breakfast services, and in turn, improve student academic success.

This program is funded through the City of Seattle Families and Education Levy. Seattle Public Schools and the City of Seattle expect to renew this agreement for up to six (6) additional one-year terms providing funding of up to \$1,000,000.00 annually.

### II. PARTNERSHIP INDICATORS

1. The District and the City expect to see an increase in utilization of FRL breakfast service as a result of the program.
2. The District and the City hope to see improvements in attendance and academics in the students participating in the program.

III. PARTNER WILL PROVIDE

1. The City of Seattle will provide \$510,017.94 to purchase 2493 ORCA cards at \$204.58 each. This will fund the program for the remainder of the 2015-16 school year, February through June.

IV. DISTRICT WILL PROVIDE

1. The District will provide ORCA cards to the following low-income students:
  - a. High school students living within the 1-2 mile walk zone of their school that are not currently provided district funded transportation.
  - b. Middle school students living within the 1-1.5 mile walk zone of their school that are not currently provided district funded transportation.
2. The District will provide the City of Seattle non-identifiable data to be used in evaluation and assessment of the Partnership Indicators (II.).

V. COMMUNICATION

*The District will meet with the City quarterly to discuss program implementation, needs, and goals.*

VI. PAYMENT

\$510,017.94 provided by the City of Seattle for the remainder of the 2015-16 school year. In future annual amendments to this agreement, the District may request additional funds based on duration of agreement and changes in the number of students qualified to participate in this program. The District may reimburse the City after the receipt of transportation reimbursements from the State of Washington.

VII. TERMINATION

Either party may terminate this MOA, with 30 days written notice at any time for any reason. In addition, District may terminate this MOA with written notice effective immediately if it determines such action is necessary for the health, safety or education of students or staff.

VIII. CONFIDENTIAL STUDENT INFORMATION

The City further agrees and understands that the District will only provide identifiable student information or academic records to the City upon a signed release of information, which must be signed by each separate parent or the student, if the student is 18 years of age or older. The City has the responsibility to get the consent form signed.

The City also understands and agrees that any educational records received from the District are considered confidential student information protected by federal law, the Family Educational Rights and Privacy Act ("FERPA"), 20 U.S.C. Section 1232g. The City further agrees that student educational records received from the District will not be disclosed to any other person, agency, or entity without the prior written consent of the district unless required to make such a disclosure under an applicable law or court order. The City agrees that any student information obtained through this MOA is confidential and cannot be disclosed to a third-party unless disclosure is required by law; not including aggregated numerical data on student performance of students covered under this MOA and may be used only to perform the services described in this MOA.

The unauthorized or unlawful disclosure of student records is just cause for the District to immediately terminate the Memorandum of Understanding.

IX. INDEPENDENT CONTRACTOR

The parties agree this MOA does not make any person an employee of the other party. The City shall at all times be an independent contractor and not an agent or representative of the District with regard to the services provided under this MOA. No individual assigned to work at a District location or for a District student shall become a District employee because of this MOA. The City is responsible for all wages and benefits owed to the City staff, agents, or volunteers.

X. SITE ACCESS

The District retains the right to immediately prohibit any City staff, agent, or volunteer from coming on District property if the District determines such action is necessary for the health, safety or education of students or staff, which includes but is not limited to violation of a District policy, procedure, or guideline.

XI. INSURANCE AND INDEMNIFICATION

a. Insurance

Each party to the Agreement will provide the other with a Certificate of Insurance, or evidence of Self-Insurance, that documents insurance coverage for claims to personal injury or property damages that may arise from or in connection with the performance of the Agreement, with limits of not less than \$1,000,000 per occurrence.

b. Indemnification

The City agrees that to the fullest extent permitted by law, the City will hold harmless, defend, and indemnify the District, its agents, employees and board members from any liability, cost or expense, including without limitation penalties, losses, damages, attorneys' fees, taxes, expenses of litigation, judgments, liens, and encumbrances, to the extent arising out of or resulting from any act or omission by the City under this MOA. The terms of this section shall survive termination of this MOA.

The District agrees that to the fullest extent permitted by law, the District will hold harmless, defend, and indemnify the City, its agents, employees, and board members from any liability, cost or expense, including without limitation penalties, losses, damages, attorneys' fees, taxes, expenses of litigation, judgments, suits, liens, and encumbrances, to the extent arising out of or resulting from any act or omission by District under this MOA. The terms of this section shall survive termination of this MOA.

XII. NOTICES

All notices contemplated or required under this MOA shall be in writing and delivered by hand or U.S. Mail as follows:

To the District Lead:

Kathy Katterhagen, Director of Logistics  
Seattle Public Schools  
PO Box 34165, MS 23-376  
Seattle, WA 98124-1165

And also to:

Office of General Counsel  
Seattle Public Schools  
PO Box 34165, MS 32-151  
Seattle, WA 98124-1165

To the City of Seattle:

City of Seattle  
Department of Education and Early Learning  
PO Box 94665  
Seattle, WA 98124-6965

### XIII. MISCELLANEOUS PROVISIONS

- a. Entire Agreement. This Agreement constitutes the entire agreement between the parties, and supersedes all prior oral or written agreements, commitments, or understandings concerning the matters provided herein.
- b. Amendment. Modifications to this MOA must be in writing and be signed by each party.
- c. Governing Law. The terms of this MOA shall be interpreted according to an enforced under the laws of the State of Washington. The parties agree that any judicial proceedings will take place in Seattle, Washington.
- d. Severability. If any provision of this MOA is held invalid or unenforceable, the remainder of the MOA will not be affected, but continue in full force.
- e. Assignment. Neither party shall assign its rights or responsibilities under this Agreement, unless it receives written permission from the other party.
- f. Non-Waiver. Any express waiver or failure to exercise promptly any right under this MOA will not create a continuing waiver or any expectation of non-enforcement.
- g. District Policies and Procedures. The City agrees that all staff or volunteers assigned to a District school or to provide services to District students under this MOA shall comply with all District policies, procedures, and guidelines.
- h. Counterparts. The parties agree that this MOA may be executed in one or more counterparts, each of which shall constitute an enforceable original of the Agreement, and that facsimile signatures shall be as effective and binding as original signatures.
- i. Debarment. The City, by accepting this contract, warrants that it is not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions (defined as not being eligible to receive federal funds) by any local, state or federal department or agency. The City agrees to be bound by the terms of School Board Policy No. 6973, which provides additional requirements applicable to debarment of contractors from receiving future contracts with SPS.
- j. Cooperation with District Auditor and State Auditor: The City agrees to provide reasonable cooperation with any inquiry by either the district or State Auditor relating to the performance of this contract. The District has the right to audit records of the

City relating to payment or performance under this contract, for one year after completion of this contract. Failure to cooperate may be cause for debarment from award of future contracts.

By signing below, each signatory represents that it has the authority to execute this MOA.

SEATTLE SCHOOL DISTRICT NO. 1

CITY OF SEATTLE

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
Title

\_\_\_\_\_  
Title

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date

DRAFT

### **Partnership Contact Information**

Make sure each party (the school/district representative and the community organization representative) have a copy of this page.

#### **Partner organization main point of contact:**

Name:

Phone:

Email:

Preferred method of communication, e.g. texting:

Back-up contact person in case of emergency:

#### **School or district main point of contact:**

Name:

Phone:

Email:

Preferred method of communication:

Back-up contact person in case of emergency:

**TRANSPORTATION**  
**SERVICE STANDARDS 2015-2016**  
**Effective 9/1/2015**

The superintendent is authorized to make minor modifications to the District Transportation Standards and/or operational procedures as required in the best interests of the district.

A. ELIGIBILITY:

1. High Schools - High School students who live within the boundaries of the Seattle Public School District and who live more than 2.0 miles from their assigned school are eligible for an ORCA card. District arranged transportation will not be provided for those students that by parent/student choice have enrolled in a school other than their assigned school.

Exceptions are allowed in the following areas:

- a. Students who require specialized transportation services as determined by their Individualized Education Program (I.E.P.).
- b. Students requiring medical transportation as approved by District Health Services.

2. Middle Schools - Middle School students who live within the boundaries of the Seattle Public School District and who live more than 2.0 miles from their assigned school are eligible for transportation. District arranged transportation is provided for those students attending a middle school in their attendance area or linked service area. District arranged transportation will not be provided for those students that by parent/student choice have enrolled in a school other than their assigned school. ORCA cards may be provided for students attending a school outside of their service area or linked service area, if they live farther than 2.0 miles of the school.

Exceptions are allowed in the following areas:

- a. Students who require specialized transportation services as determined by their Individualized Education Program (I.E.P.).
- b. Students requiring medical transportation as approved by District Health Services.

3. Attendance Area Elementary / Attendance Area K-8 Schools - Elementary and K-8 students who live within the attendance area or linked attendance area boundaries and outside the designated walk boundaries are eligible for district arranged transportation. District arranged transportation will not be provided for those students that by parent/student choice have enrolled in a school other than their assigned school. ORCA

cards may be provided for attendance area K-8 school 6<sup>th</sup> through 8<sup>th</sup> grade students who live within the boundaries of Seattle Public School District choosing a school outside of their attendance area, if they live farther than 2.0 miles of the school

Exceptions are allowed in the following areas:

- a. Students who require specialized transportation services as determined by their Individualized Education Program (I.E.P.).
  - b. Students requiring medical transportation as approved by District Health Services.
4. Option Elementary / Option K-8 Schools – Option School Elementary and K-8 students who live within the boundaries of their service area or linked service area and outside of the designated walk boundaries are eligible for transportation. District arranged transportation is provided for those students attending an elementary or K-8 Option School in their service area or linked service area. District arranged transportation will not be provided for students that by parent/student choice have enrolled in a school other than their assigned school. ORCA cards may be provided for 6<sup>th</sup> through 8<sup>th</sup> grade students who live within the boundaries of Seattle Public School District choosing a school outside of their service area, if they live farther than 2.0 miles of the school.

Exceptions are allowed in the following areas:

- a. Students who require specialized transportation services as determined by their Individualized Education Program (I.E.P.).
- b. Students requiring medical transportation as approved by District Health Services.

B. BUS STOP LOCATION:

Assignment Criteria - Students will be assigned to bus stops within the following guidelines:

1. Bus stops will generally be located on arterial or primary residential streets.
2. Walking distance to bus stops will be 1.0 mile or less for middle/high school students where feasible.
3. Walking distance to bus stops will be 1.0 mile or less for elementary school students where feasible. Elementary students may cross identified intersections in the recommended walk maps created by the City of Seattle School Traffic Safety Committee and City of Seattle Transportation Department.

C. BUS STOP MODIFICATION:

Requests for stop location changes may be submitted to the Transportation Office for review. Bus stops will be modified only under the following conditions:

1. Safety concern - conditions at the established bus stop do not meet the bus stop selection criteria as defined by the District guidelines.
2. Property owner complaint - upon receipt of a concern from a resident adjacent or close by an established bus stop, if after working with the students and schools associated with the bus stop the concern cannot be resolved, a relocation of the stop will be considered.
3. Students who do not use their assigned school bus may have their bus stop removed when doing so will result in reduced operating cost. Prior to a bus stop being removed, parents/guardians will be advised. Parents/guardians will be able to request reinstatement at a later date. Service will be restored within 10 working days of the request.

D. ONE-WAY RIDE TIME:

Attendance Area Elementary and Attendance Area K-8 routes will be designed to operate with travel times of 45 minutes or less where feasible. All other routes will be designed to operate with travel times of 60 minutes or less where feasible. Ride time is defined as the time the first student boards the bus until the bus arrives at school in the A.M., or in the P.M. the time the bus leaves the school until the last student is dropped off the bus.

E. SEATING ON BUSES:

A standard seat on a yellow bus is 39 inches wide. Students from Kindergarten through grade 5 may sit three to a seat. Students from grades 6 through 12 will sit two to a seat. No standees are permitted on school/charter buses.

F. BEFORE AND AFTER SCHOOL ACTIVITY BUSES:

Transportation for before school and after school activity programs for elementary and middle schools will be provided to schools and programs that have funding to cover the cost of the service. The following guidelines will apply:

1. Time requested does not conflict with regular to and from service.
2. Bus routes will be designed under the same service standards as to and from transportation.
3. Transportation service level will follow the IEP requirements for special needs students.
4. Request for services or changes to services are made at least ten (10) working days prior to the effective date.

G. RECOMMENDED BUS ARRIVAL/DEPARTURE AND SCHOOL START/END TIME SCHEDULE:

Developing recommended bus arrival/departure times and school start/end times must be coordinated, and approval of each must be completed prior to the start of the Open Enrollment process. Recommended bus arrival/departure times are a part of the Transportation Service

Standards approved annually by the School Board; school start/end times are approved by the Superintendent.

The bus arrival/departure time windows shall be:

High Schools & Middle Schools:	between 7:35 a.m. – 2:30 p.m.
First Tier Option K-8 Schools:	between 7:35 a.m. – 2:30 p.m.
Second Tier High School or K-8:	between 8:25 a.m. – 3:20 p.m.
Third Tier Option K-8 Schools:	between 9:15 a.m. – 4:10 p.m.
Second Tier Elementary Schools:	between 8:25 a.m. – 3:00 p.m.
Third Tier Elementary Schools:	between 9:15 a.m. – 3:50 p.m.
Head Start a.m. Session:	between 7:55 a.m. – 11:35 a.m.
Head Start p.m. Session:	between 12:55 p.m. – 4:35 p.m.

Note: Per construction Master Use Permit, Denny International Middle School and Chief Sealth International High School must begin school a minimum of 30 minutes apart.

Individual schools may request a waiver from these times provided that the requested waiver is cost neutral to the District and does not have a discriminatory impact on any protected class of students, including students with disabilities. Schools seeking a waiver are to submit their request to the Director of Logistics for review. The Director of Logistics will review requested time changes with Metro Transit (if appropriate), District Transportation Department, Director of Special Education, and respective Executive Director of Schools to identify any student service or school activity conflicts, and to determine if the request is cost neutral to the District. The Director of Logistics will provide the Executive Management Team with a recommendation, for approval or denial.

H. ALTERNATE TRANSPORTATION SERVICE ADDRESS:

The assignment address is the default transportation service address. Alternate service addresses will be considered for feasibility for the following situations:

- Child care
- After school activity

The District will assign transportation from one (1) address in the AM and one (1) address in the PM, provided the addresses qualify under the eligibility criteria and are feasible. Transportation will be considered feasible when existing service is available or a stop can be established without increasing time or cost.

The provision of transportation service to/from an alternate address will be granted for the requested school year only. Parents/guardians must re-apply for consideration of continuation each year.

Schools may issue a temporary bus card to students who (with parent/guardian consent) wish to use an existing stop on an infrequent basis provided there is an existing stop within service assignment guidelines. Stops will not be added for this purpose.

Note: ORCA cards will not be provided for alternate service addresses.

I. NON-RESIDENT STUDENTS:

Non-resident students approved through the Seattle Public Schools Service Center to attend a Seattle public school from an out-of-District address may be authorized District provided transportation under the following conditions:

1. High School and Middle School Students may utilize existing bus stops and routes serving their assigned school. It will be their responsibility to get to and from this existing service.
2. Elementary / K-8 Students:
  - a. The parent/guardian must provide the District with an alternate or childcare address to which they will transport the student and a contact person.
  - b. The alternate or childcare address provided must be within the Seattle School District, and conform to the transportation or walk boundary eligibility for the student's school of attendance.
  - c. The parent/guardian is responsible for transporting the student to the alternate or childcare address.

Note: ORCA cards will not be provided for Non-Resident Students.

J. SPACE AVAILABLE TRANSPORTATION:

The provision of space available transportation will be allowed under the following conditions:

1. The granting of space available will be at the discretion of the Transportation Specialists.
2. Space available may be considered when the following conditions are present:
  - a. Existing stops must be used.

- b. Access to the stop must be within District Service Standards.
- c. Space availability will be defined as five or more seats below the rated capacity of the bus assigned to the route in question after October 1<sup>st</sup>.
- d. The granting of space available will not increase cost to the District. If service needs change during the course of the school year the authorization may be rescinded.

K. MINIMUM RIDERSHIP STANDARD FOR HIGH SCHOOLS:

Yellow school bus service will be provided to grades 9 - 12 only when there is a lack of Metro seat capacity. Generally there must be a minimum of twenty (20) or more student riders in a common service area and it is feasible to tie the route with a bus already in service.

Determination will be made based on student assignment data available to the Transportation Office on July 1<sup>st</sup>. If actual ridership drops below the minimum in the current school year, this service may be rescinded after the following actions have occurred:

- School administrator is notified
- Students/parents are notified

L. MIDDAY KINDERGARTEN SERVICE:

Midday kindergarten transportation will be provided should a parent/guardian decide to not participate in the school's full day kindergarten program. Transportation will be limited to the school attendance area.

M. TRANSPORTATION SERVICES FOR MCKINNEY-VENTO ELIGIBLE STUDENTS:

1. McKinney-Vento students with a service address within the District and attending a District school or program will be subject to the same eligibility distance standard as all other students attending the same school subject to the exceptions noted in Section A. (Eligibility).
  - a. Eligible middle and high school students will be subject to the same transportation service modes as other middle and high school students.
  - b. Eligible elementary (Grades K-5) students will receive District provided transportation service. Parents/guardians of students assigned to taxicab service may request in-lieu compensation if they choose to drive their student(s).

2. McKinney-Vento students attending a school or program outside of the District from an address within the District or attending a school or program inside the District from an address outside of the District will be provided service to the school of origin.

The cost for this service is to be shared with the sending or receiving District. Since each circumstance will be unique and require some level of agreement with participants and other Districts, the following guidelines will be followed in each case.

- a. Students in middle and high school will be assigned public transit service where feasible. Generally, feasibility will be interpreted to mean that public transit service is available within 1.0 mile of the site and the service address, one way ride time is less than 90 minutes and transfers are three (3) or less.  
In situations where public transit is not feasible, the most cost effective choice of District arranged transportation service or in-lieu compensation will be utilized.
- b. Students in grades K-5 will receive District arranged transportation service or the parent/guardian may receive in-lieu compensation.

N. SAFE ROUTES TO SCHOOL/BIKING & WALKING STUDENT WELLNESS PLAN:

The District Transportation Department shall continue to work in partnership with the City of Seattle School Traffic Safety Committee for the purpose of improving traffic safety for all of Seattle's school children. Student health and wellness in addition to reducing the District's carbon footprint shall be encouraged through the following measures:

1. Adult crossing guard placement shall be reviewed to maximize all K-8 recommended one mile walk boundaries.
2. Annual mode-choice counts (Using the Safe Routes to School Center mode choice survey) shall be conducted at each K-8 school during the first week of June.
3. In 2015-2016, each Elementary and K-8 school may operate a Walking School Bus that will be identified within the District's recommended walk maps. Walking School Bus routes shall be identified at all K-8 schools in partnership with the Transportation Department, City of Seattle Traffic Safety Committee, and school principals.

O. GRANDFATHERING/SUPPLEMENTAL TRANSPORTATION:

See Appendix A, 2015-2016 Exceptions for Transportation

## APPENDIX A

### TRANSPORTATION OUTSIDE OF BASIC ELIGIBILITY:

1. All South Lake students receive ORCA cards regardless of eligibility standards.
2. All Interagency students receive ORCA cards regardless of eligibility standards.
3. All NOVA students receive ORCA cards regardless of eligibility standards.
4. Cascade Parent Partnership Program students receive ORCA cards as an exception to Transportation service standards.
  - a. Cards are provided to the program for distribution, possibly given to grades K-5.
5. Skill Center students receive ORCA cards regardless of Service Standards.
  - a. Program sends a list and all students are assigned cards.
6. Middle School Students (other than those that attend Aki Kurose or Jane Addams) that live more than 1.5 mile but less than 2.0 mile from their attendance area school receive ORCA cards as an exception to normal Middle School eligibility standards.
7. Aki Kurose Middle School students are provided yellow bus transportation if they reside more than 1.0 mile from the school, as an exception to normal Middle School eligibility standards.
8. Jane Addams Middle School students are provided yellow bus transportation if they reside more than 1.5 miles from the school, as an exception to normal Middle School eligibility standards.
9. A limited number of free and reduced lunch (FRL) eligible high school students living within 1 to 2 miles from their assigned school, and middle school students living 1 to 1.5 miles from their assigned school, and K-8 students in grade 6,7, and 8 residing 1 to 1.5 miles from their assigned school, may receive an ORCA Card for use in the second half of the 2015-2016 school year as funds are made available from the City of Seattle for student transportation.

### SUPPLEMENTAL SERVICE:

1. Chief Sealth students residing in the South Park neighborhood receive District arranged transportation service in addition to ORCA cards.
2. Ingraham students residing in the SW portion of the Ingraham attendance area, west of 15<sup>th</sup> Ave NW, shall receive District arranged transportation service to school. ORCA cards shall be provided for afternoon transportation requirements.
3. Ingraham students residing outside the Ingraham attendance area may receive supplemental District arranged transportation to augment ORCA cards as required.
4. Madison Middle School students may receive supplemental District arranged transportation to augment ORCA cards as required for transportation to and from the Denny service area due to the lack of available Metro service.

OTHER EXCEPTIONS:

1. Hazel Wolf K-8 students that were enrolled during the 2013-14 school year that reside in the Jane Addams MS and Eckstein MS Attendance Areas and outside of the John Marshall walk area receive district provided transportation for the 2014-15 and 2015-16 school years.
2. Licton Springs K-8 students that were enrolled during the 2013-14 school year that reside in the Jane Addams MS and Eckstein MS Attendance Areas and outside of the Lincoln walk area receive district provided transportation for the 2014-15 and 2015-16 school years.
3. Continuing Graham Hill students that reside in the Dearborn Park, Dunlap Emerson, Martin Luther King Jr., Van Asselt and Wing Luke Attendance Areas who were eligible and assigned transportation during the 2014-15 school year will be provided with transportation for the 2015-16 school year only.
4. Licton Springs K-8 students that reside in the 2017-18 Wilson-Pacific Middle School boundary will receive district arranges transportation to the interim site at the Lincoln building.