

TRANSPORTATION

Alabama

Reimbursement of allowable transportation expenditures for the fiscal year preceding the prior fiscal year adjusted by inflation factor and increased costs for salaries and fringe benefits. Funding for school bus purchases provided on a 10 year depreciation schedule.

Alaska

State reimburses districts through a grant process on a per-child cost basis. The per-child costs are multiplied by the ADM to derive the grant amount. The grants are disbursed in three installments throughout the fiscal year and funded separately from the foundation program.

Arizona

Districts calculate a Transportation Support Level and in most cases receive state aid based on prior year's daily route miles per student transported. Rates are \$2.23 per mile for districts with .5 miles or less per student, \$1.81 for .501 to one mile and \$2.23 for greater than one mile per student. Additional support is allowed for academic, vocational and technical education and athletic trips. This increase is determined by a factor based on district type and mile per student and varies from 15% to 30% over the support level calculated above. Approved daily route miles are multiplied by 180 days.

Arkansas

Does not apply.

California

California provides about \$600 million in funding to partially reimburse school districts for home-to-school and special education transportation expenditures. Funding is based on a reimbursement of actual prior-year expenditures and is limited to historical participation rates and levels, adjusted for optional increases provided by the state.

Colorado

Based upon a one day count of route miles districts receive \$.38 per mile plus 34% of the difference between current operating expenses for pupil transportation and the amount determined by multiplying \$.38 times miles traveled October 1 and the days of school held in the term. Maximum reimbursement is 90% of current operating expenditures. Reimbursement is based on prior year July – June.

Connecticut

The state pays 0%-60% of eligible prior year expenditures, inversely related to district wealth. Regional high school districts receive an additional 5%, and regional K-12 districts receive an additional 10%. Districts are guaranteed a minimum grant of \$1,000.

Delaware

State provides total cost of transportation for K-6 pupils who reside over one mile from school and for 7-12 pupils who reside more than two miles from school.

Florida

The student transportation funding formula provides funds to 67 school districts based on each district's pro rata share of eligible state transported students. Eligible transported charter school students may be included in the districts' student transportation funding claims. The formula includes an enhancement for the transportation of disabled students requiring specialized transportation services. In addition to students transported by public school buses, the funding formula includes students transported to and from school on local general purpose transportation systems and students transported to and from school in private passenger cars and boats when the transportation is for isolated students or for students with disabilities as defined by State Board of Education, Administrative Rule 6A-6.0301, Florida Administrative Code. Adjustments to each district's share of state transportation funds are made for cost of living differences, the percent of population outside of urban centers, and efficiency.

A school district must participate in the FEFP to be eligible to receive funds from the state student allocation for transportation of eligible school district or charter school students.

Students in membership in kindergarten through grade 12 (K-12) and in exceptional student education programs below kindergarten are eligible for transportation funding if one of the following conditions is met:

- The student lives two or more miles from the school.
- The student is classified as a student with a disability under the Individuals with Disabilities Education Act, regardless of distance (excluding gifted students). K-12 students identified with Specific Learning Disabilities, Speech Impairments, or Language Impairments who live less than two miles from their assigned school are eligible only if transportation services are required by the student's individual Educational Plan.
- The student/parent or infant is enrolled in the Teenage Parent Program (TAP).
- The Student is enrolled in a state funded Prekindergarten program (individuals with Disabilities Education Act or TAP), regardless of distance from home to school. Prekindergarten children not enrolled in IDEA programs, or whose parent or parents are not enrolled in a TAP program, are not eligible for state transportation funding. Prekindergarten students in the following programs are **ineligible** for transportation funding under Section 1011.68, Florida Statutes (F.S.), unless the students are also disabled or in a TAP program. These ineligible groups include, but are not limited to, students in Prekindergarten Title I, federally funded Prekindergarten Migrant Programs, Prekindergarten Early Intervention, Head Start, and Readiness Coalition programs.

- The student is a career or exceptional student being transported from one school center to another where appropriate programs are provided. Dually enrolled students, as defined by Section 1011.68, F.S., who attend a university, community college, or career college, are included.
- The student meets the criteria for hazardous walking as stated in Section 1006.23, F.S. Only elementary school students are eligible for funding under the hazardous walking category.

Georgia

State aid is provided according to a schedule of standard transportation costs and a schedule of variable transportation costs.

Hawaii

Funds for the student transportation program are appropriated by the State Legislature to the public school system. In 2001, the student transportation program was transferred to the public school system from another state agency.

Idaho

District transportation support program is based on transporting pupils 1-1/2 miles or more to school. The state funds 85% of the allowable cost through the foundation program.

Illinois

For regular pupils, the state provides a minimum of \$16 per pupil or actual eligible costs less a qualifying amount. For vocational and special education, 80% of allowable costs are reimbursed. Parents/guardians of pupils residing 1-1/2 miles or more from their attendance center or less than 1-1/2 miles if hazardous conditions exist and do not have access to free public transportation may file for a state grants of up to \$124.59 for 2005-2006.

Indiana

Does not apply. The state transportation distribution has been discontinued.

Iowa

Transportation is not categorically funded but is included in the foundation program funding.

Kansas

All districts transporting pupils living 2.5 miles or more from the school receive the state average cost per pupil based on a linear transition. The formula takes into account the per pupil cost of transportation, density of the district in terms of pupils transported, and square miles in the district.

Kentucky

KRS 157.370 Allotment of transportation units.

1. In determining the cost of transportation for each district, the chief state school officer shall determine the average cost per pupil per day of transporting pupils in districts having a similar density of transported pupils per square mile of area served by not less than nine different density groups.
2. The annual cost of transportation shall include all current costs for each district plus annual depreciation of pupil transportation vehicles calculated in accordance with the administrative regulations of the Kentucky Board of Education for such districts that operate district-owned vehicles.
3. The aggregate and average daily attendance of transported pupils shall include all public school pupils transported at public expense who live one mile or more from school. Children with disabilities may be included who live less than this distance from school. The aggregate and average daily attendance referred to in this subsection shall be the aggregate and average daily attendance of transported pupils the prior year adjusted for current year increases in accordance with Kentucky Board of Education administrative regulations.
4. The square miles of area served by transportation shall be determined by subtracting from the total area in square miles of the district the area not served by transportation in accordance with administrative regulations of the Kentucky Board of Education. However, if one district authorizes another district to provide transportation services for a part of its area, this area shall be deducted from the area served by the authorizing district and added to the area served by the district actually providing the transportation.
5. The density of transported pupils per square mile of area served for each district shall be determined by dividing the average daily attendance of transported pupils by the number of square miles of area served by transportation.
6. The chief state school officer shall determine the average cost per pupil per day of transporting pupils in districts having a similar density by constructing a smoothed graph of cost for the density groups required by subsection (1). This graph shall be used to construct a scale showing the average costs of transportation for districts having a similar density of transported pupils. Costs shall be determined separately for county school districts and independent school districts. No independent school district will receive an average cost per pupil per day in excess of the minimum received by any county district or districts. These costs shall be the costs per pupil per day of transported pupils included in the public school fund and these costs shall be recalculated each biennium.
7. The scale of transportation costs included in the fund to support education excellence in Kentucky for county and independent districts is determined in accordance with the provisions of KRS 157.310 to 157.440 for the biennium beginning July 1, 1990.

8. The cost of transporting a district's pupils from the parent school to a state vocational-technical school or to a vocational educational center shall be calculated separately from the calculation required by subsections (1) through (7) of this section. The amount calculated shall be paid separately to each district from program funds budgeted for vocational pupil transportation, as a reimbursement based on the district's cost for providing this service. The amount of reimbursement shall be calculated in accordance with Kentucky Board of Education administrative regulations. In the event that the appropriation for vocational pupil transportation in the biennial budget is insufficient to meet the total calculated cost of this service for all districts, the amount paid to each district shall be ratably reduced. For the purpose of this subsection, the parent school shall be interpreted to mean that school in which the pupil is officially enrolled in a district's public common school system.

9. The Kentucky Board of Education shall determine the type of pupil with a disability that qualifies for special type transportation to and from school. Those qualified pupils for which the district provides special type transportation shall have their aggregate days' attendance multiplied by five (5.0) and added to that part of the district's aggregate days' attendance that is multiplied by the district's adjusted cost per pupil per day in determining the district's pupil transportation program cost for allotment purposes.

Louisiana

No State Aid Provided.

Maine

The total subsidized transportation operating funds for each LEA is calculated on a funding formula that reflects LEA student density and miles traveled each year. Additional adjustments are provided for island schools, out-of-district special education costs and ferry services.

Maryland

Disabled student transportation is funded at a per pupil amount per number transported. Regular base transportation grant equals its base grant in the prior year, increased by the Consumer Price Index (minimum 3% - maximum 8%) as well as an additional grant for school systems experiencing increased enrollment. The grant amount equals the student enrollment increase over the previous year multiplied by the total transportation aid per pupil in the prior year. For purposes of calculating the fiscal 2004 base grants the fiscal 2003 base grant amounts were increased by \$10,612,223. The sum of the base grant and the enrollment adjustment becomes the subsequent year's base grant.

Massachusetts

The state reimburses regional districts for transportation at a fixed rate dependent upon the appropriation each year. In FY07, the rate was 91 percent.

Michigan

There is no longer specific categorical funding in Michigan for transportation. The transportation funding paid as a categorical grant prior to 1995 was rolled-up into the per pupil foundation grants implemented beginning in 1995.

Minnesota

Funding for regular to and from school transportation for public school students is included in the general education revenue program. Of the basic general education formula, 4.85% (\$241 per weighted ADM) is attributable to pupil transportation. This is intended to cover the average cost of transportation for districts located in the Twin Cities metropolitan area. The transportation sparsity formula funds the added cost of pupil transportation in more sparsely populated school districts, and is based on analysis of the relationship between per pupil cost and population density. A categorical nonpublic pupil transportation aid formula provides funding to school districts for transporting nonpublic school pupils, based on the district's per pupil cost for all regular to and from school transportation

To and from school transportation, and transportation between buildings during the day for pupils with a disability who require special transportation is funded through the special education aid formula. The added costs of transportation for desegregation purposes is funded through the integration revenue formula.

Mississippi

Based on the ADA for transported pupils and a density formula and rate table, the result is the lower the density, the higher the rate. The rate table provides greater amounts per pupil to districts with fewer pupils per square mile.

Missouri

Reimbursement is 75% of allowable costs of transporting eligible pupils. It is limited by each district's efficiency factor. In recent years the state appropriation for transportation aid has not increased resulting in a lower percentage of reimbursement to districts. This year, for example, transportation funding is approximately 53% of allowable costs.

Montana

The state and county share in funding "on-schedule costs" that are based on bus routes and mileage contracts with parents. Additional funding is provided through fund balance re-appropriated, non-levy revenues and a local levy.

Nebraska

Transportation Allowance which is the lesser of:
Actual transportation expenditures from the most recently available complete data year.
Calculated transportation expenditures based on regular route miles and mileage paid to parents.

Nevada

Transportation allowance is based on relative transportation costs among school districts on a per student basis after subtracting the statewide average amounts. After subtraction, districts with positive numbers receive that additional per student revenues while districts with negative numbers receive that per student deduction to their final basic support per student.

New Hampshire

See Equitable Education Aid. Also, transportation for career and technical education students to CTE centers.

New Jersey

Districts receive transportation aid for students who are transported more than a specified distance between home and school (1.5 miles for elementary and middle school students, 2.0 miles for high school students). A greater level of support is provided for special education students who have special transportation needs.

For regular transportation needs, the fiscal year 2001 – 02 aid amounts equaled \$383.88 per transported student plus \$10.50 per mile the student was transported. The corresponding figures for students with special transportation needs were \$2,675.77 per student and \$5.10 per mile transported.

This aid category has not been recalculated since fiscal year 2001 - 02.

New Mexico

Funded at 100% with categorical appropriation based on a transportation distribution formula to recognize the varied operating conditions and diversified factors throughout the state on an equitable basis. Thus, the safety of students is not compromised by local district funding priorities. Cost reports are required by statute and mid-year and end of year adjustments are made to fit actual need within the formula and appropriation.

New York

Transportation Aid is now wealth equalized with a choice of aid ratios and sparsity adjusted (see section on sparsity). The average (1990) is 90 percent but districts may also receive as little as 6.5%. In addition, approved capital transportation expenses are now amortized and aided over five years.

North Carolina

Local districts provide transportation services. State funds mechanics, drivers' wages and bus replacement based on efficiency ratings and replacement schedules.

North Dakota

Funding for transportation in 2005-06 is provided to a maximum of 90% of actual expenditures under a rate schedule that includes the number of miles transported, the number of pupil days, the type of vehicle used, and eligibility based upon distance between students' residences and schools. There are three categories for calculating

transportation aid. For transportation outside city limits, school districts are eligible for funding of 40 cents per mile for vehicles with capacities of less than 10 students. For larger vehicles, districts receive 67 cents per mile plus 40 cents per day per student. For any means of transportation of eligible students within city limits, school districts received 20 cents per student per one-way trip. If such transportation was provided by vehicles other than commercial buses, the district was eligible for an additional 50 cents per mile for in-city transportation. If students were transported by parents, in cases where district transportation was not provided, the district could reimburse parents and then claim 40 cents per mile per day if the students lived more than two miles from the school. The funding for 2006-07 will be block granted based on the amount received in 2005-06.

Ohio

Transportation funding formula for calculating payments is currently suspended and each district will receive 1 percent funding increase over previous fiscal year in FY 2008 and FY 2009.”

Transportation also provided through local school district for eligible students attending chartered nonpublic and community (a.k.a. “charter”) schools.

Oklahoma

The transportation portion of Oklahoma’s state aid formula is based upon: Average Daily Haul times a Per Capita amount times a Transportation Factor. The Transportation Factor has been the same for years at 1.39.

Oregon

State support for pupil transportation is one of the four components in the state’s equalization program. The rate of reimbursement to the school district for pupil transportation is 70% to 90% of approved costs.

Pennsylvania

Reimbursement for regular pupil transportation is determined by multiplying the cost of approved reimbursable pupil transportation incurred by the district by the district’s aid ratio. Payments are also made to school districts for transportation of charter school students and nonpublic school students payments are also made for excessive cost to be determined by subtracting from approved costs the sum of the regular state reimbursement plus half mill times the district market valuation. Elementary students eligible for transportation reimbursement must reside at least 1.5 miles from their school and secondary students must reside 2 miles from their school. Students residing along a hazardous route, as certified by the Department of Transportation, are also eligible for reimbursement.

Payments are also made to intermediate units for the cost for transportation of pupils to and from classes and schools for exceptional children, and of eligible young children to and from early intervention programs.

Rhode Island

Does not apply.

South Carolina

The state funds and monitors the entire transportation system. Local districts hire bus drivers subject to state certification. Salaries and training provided by the state.

South Dakota

Included in the state aid formula for regular and special education students.

Tennessee

The BEP uses regression to estimate the impacts of four different factors on each school district's transportation spending over three years prior to the BEP funding year. The four factors are: (1) students transported per ADM, (2) special education students transported per ADM, (3) miles driven per ADM, (4) whether the district is a county, city or special school district. The first three factors are based on three year averages. The model estimates the average, statewide effects (coefficients) of these factors on transportation expenditures and multiplies those estimated effects by each school district's respective factors to calculate the estimated cost to the district of providing transportation services in past years. The BEP then adjusts these amounts by an inflation measure to calculate the actual dollar amount of transportation spending generated for each school district.

Texas

The transportation allotment is based on a linear density formula, which is the average number of students traveling on regular bus routes each day divided by the approved route miles. Transportation funding is based on the cost to operate the regular transportation system and the linear density of that system. However, the allotment per mile cannot exceed the amounts set by appropriation, which remain unchanged since 1984.

Transportation for special education students is based on the cost per mile for the previous year, not to exceed the legislated maximum. In 2006-07, that rate is \$1.08 per mile. Transportation for career and technology students is based on the actual number of miles traveled and the travel rate per mile for extracurricular activities as determined by the school district board of trustees and approved by the agency. Private transportation, used for students in remote areas and determined on a case by case basis, is funded at the rate of \$0.25 per mile, with a maximum annual amount of \$816 per student.

Utah

State aid for to-and-from school pupil transportation is calculated and distributed to school districts (charter schools do not participate in pupil transportation) based on an allowance for (1) mileage, (2) time and (3) equipment (bus depreciation) and (4) administration. Currently, the average cost per mile is \$0.86; the average cost per minute is \$0.50; and the total annual pupil transportation cost is \$92,555,200. The state funds about 68% or \$62,601,800 at this time. The State Office of Education and Legislature is

studying this formula distribution and level of local/state share of funding during the 2007 Legislative interim Session, April 2007 to November 2007.

- Eighty percent of the total pupil transportation costs are for to-and-from school; 20% is for field trips, athletic events and hazardous bus routes. USOE is recommending that the 2007 Utah Legislature consider funding 85% rather than 68% of transportation costs (an increase of \$16,070,200). School districts may levy up to 0.000300 tax rate to fund the costs of new buses, field trips, athletic events and hazardous bus routes.

Vermont

Transportation is reimbursed as a categorical grant and covers in 2007 about 44.6% of a district's cost to transport students to and from school. The percentage reimbursement declines a little each year as transportation costs rise faster than the growth in the reimbursement fund.

Virginia

State determines a per pupil cost for regular, special arrangement, and exclusive schedule pupil transportation programs. Per pupil costs are based on a six cell matrix through use of two variables, geographical density, and district size, i.e., number of pupils. These costs are divided between the Basic Aid account and a separate Pupil Transportation account and are shared between state and local school districts according to a school district's Composite Index of local ability to pay. Also, the state contributes to the bus replacement costs based on a twelve-year replacement cycle.

Washington

Each school district electing to provide student transportation to and from school is entitled to state pupil transportation funding at the rate provided by the state. The allocation basis is "ridership," which means allocations to districts are based on the number of students eligible to ride who actually do ride buses during the fall count week.

The allocation formula uses the following factors:

- Number of pupils transported.
- Distance weighting factors determined by distance from pickup location to schools location (measured along a straight line between the two locations).
- A minimum load factor for certain school districts, which cannot achieve cost-effective bus operation.
- Variable load factor ratios for bus routes that serve the special programs. I.E. Special Education, Bilingual, Gifted etc.
- A standard allocation rate. The 2006-07 rate for each weighted student unit is set at \$44.28 (\$46.14 for 2007-08).

West Virginia

As discussed in the Description of the Formula the state's share of transportation costs is funded as a component in the Public School Support Program.

Wisconsin

State pupil transportation aids are determined under the provisions of s. 121.58, Wis. Stats. The appropriation for reimbursement of transporting public and nonpublic school pupils is found in s. 20.255(2)(cr), Wis. Stats. School districts that furnish transportation to and from public and nonpublic schools are entitled to receive state aid at the following rates:

Distance in Miles	Regular Year	Summer School
Less Than 2 Miles (hazardous area)	\$12/pupil	--
2-5 miles	\$30/pupil	\$4/pupil
Over 5 up to 8	\$45/pupil	\$6/pupil
Over 8 up to 12	\$82/pupil	\$6/pupil
Over 12	\$150/pupil	\$6/pupil

Distances are measured from the pupil's residence to the school attended; following the shortest commonly traveled route. Half payment is made for pupils enrolled and transported less than 91 days (regular year) or 16 days (summer school). Pupil transportation aid in 2005-2006 was based on the number of children transported during the 2004-2005 school year. The aid for the 2005-2006 school year was calculated on a total of 582,340 children reported as eligible for aid reimbursement. Pupil transportation aid in 2005-2006 was calculated at 97.59 percent of eligibility because aid eligibility exceeded the aid appropriation. Pupil transportation aid is based on student ridership in the previous year.

Wyoming

The state reimburses 100% of a school district's pupil transportation costs.