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 $2.35 per mile for districts with .5 miles or less per student, $1.91 for .501 to one mile and $2.35 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 except for certain isolated school districts. Undistributed funds under § 6-20-604 and § 6-20-603 shall be distributed as transportation funding (h) on an equal basis per school district to each school district that receives funding under § 6-20-604 (c)-(e).

California
California provides about $500 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 percent of eligible prior year expenditures, inversely related to district wealth. Regional high school districts receive an additional 5 percent, and regional K-12 districts receive an additional 10 percent. Districts are guaranteed a minimum grant of $1,000. Grants may be proportionally reduced to stay within the legislatively approved appropriation.

**Delaware**
Transportation for eligible public school students is funded through a legislatively-directed transportation formula to provide funds to the districts for district- or contractor-provided school transportation. Transportation benefits are provided for pupils in grades K-6 whose legal residences are one (1) mile or more from the schools to which they would normally be assigned and for pupils in grades 7-12 whose legal residences are two (2) miles or more from the schools to which they would normally be assigned. Public charter schools are provided transportation funding for eligible students based on 75% of the average cost per student of transportation within the vocational district in which the charter school is located.

**Florida**
The student transportation funding formula provides funds to 67 school districts based on each district’s pro rata share of eligible 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.

Students in membership in kindergarten through grade 12 (K-12) and in prekindergarten exceptional student education programs 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 (IDEA), 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 (IDEA 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 from the prior year are reimbursed to the extent that appropriated funds are available.

**Indiana**
Does not apply.

**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-density formula. 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. It was increased by an inflation factor of 1% in FY-2011. An additional grant is issued to school systems experiencing increased enrollment. The Fiscal Year 2011 funding level is $225 million.

**Massachusetts**

The state reimburses regional districts for transportation at a fixed rate dependent upon the appropriation each year. In FY11, the rate is estimated to be 52 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% ($249 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.

Due to funding constraints, funding for transportation was reduced. Though it is statutorily allowable to fund up to 75% of the cost for transporting eligible students, reductions in appropriations for FY11 will provide funding to cover only an estimated 23% of the cost for transporting those students.

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 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 (2 miles for students in preschool through grade 8, , 2.5 miles for students in grades 9 through 12). A greater level of support is provided for special education students who have special transportation needs. In addition, children whose special education programs require transportation are provided transportation regardless of their distance from school.
For regular transportation needs, the fiscal year 2011 formula aid amounts (prior to the reduction) equaled $396.70 per transported student plus $10.85 per mile the student was transported. The corresponding figures for students with special transportation needs were $2,675.14 per student and $5.27 per mile transported.

The SFRA requires the state to examine the funding for transportation, and to present new cost factors to the Legislature by way of the Educational Adequacy Report (due every three years).

**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 wealth equalized with a choice of aid ratios and sparsity adjusted (see section on sparsity). The maximum reimbursement for approved expenses is 90 percent but districts may receive as little as 6.5%. Approved capital transportation expenses are 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 is provided to a maximum of 90% of actual expenditures under a rate schedule that includes the number of miles transported, rides provided and the type of vehicle used. Where district transportation is not available, school districts may reimburse parents and then claim 40 cents per mile per day if the students live more than two miles from the school. Transportation payments are based on prior year statistics.

**Ohio**
The state aid formula uses a base calculation for each district of the greater of either cost per mile or cost per rider, with subsequent adjustments to enhance efficiency and the level of service provided to students.

**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 either 70%, 80% or 90% of approved costs.

**Pennsylvania**
Reimbursement for regular pupil transportation is determined by multiplying the cost of approved reimbursable pupil transportation by the district’s aid ratio. 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. In addition, payments are made to school districts for transportation of charter school students and nonpublic school students. 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 a multiple linear regression formula calculated utilizing an average of expenditures from the three previous BEP funding years focusing on the following four factors: students transported per ADM; special education students transported per ADM; miles driven per ADM; and whether the district is county, city, or special school district. The model estimates the average, statewide effects (coefficients) of these factors on transportation expenditures and
multiplies those estimated effects by each LEA’s respective factors to calculate the estimated cost to the district for providing past transportation services. The BEP then adjusts these amounts by an inflation measure to calculate the actual dollar amount of transportation spending generated for each LEA.

**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 have remained 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 2010–11, that rate is $1.08 per mile. Transportation for career and technical education 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. Currently the average cost per mile is $0.91; the average cost per minute is $0.68; and the total annual transportation cost is $94,888,189. The state funds about 66% or $63,062,465 at this time.

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. School districts may levy up to 0.00300 tax rate to fund the costs of pupil transportation.

**Vermont**

Transportation is reimbursed as a categorical grant and covers about 44.3% 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 per pupil costs for regular, special arrangement, and exclusive schedule pupil transportation programs. Per pupil costs are based on a matrix through use of two variables:
geographical density and division size, i.e., number of pupils, for each of the above programs. These costs are included in the Basic Aid account and are shared between state and local school divisions according to a school division’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 2010-11 rate for each weighted student unit is set at $48.70.

**West Virginia**
Districts are divided into four groups based on student population density (see above) and are used to determine the allowance for student transportation operating costs by multiplying actual expenditures by the following percentages:

<table>
<thead>
<tr>
<th>Sparse</th>
<th>-</th>
<th>95%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low</td>
<td>-</td>
<td>92.50%</td>
</tr>
<tr>
<td>Medium</td>
<td>-</td>
<td>90%, and;</td>
</tr>
<tr>
<td>High</td>
<td>-</td>
<td>87.50%</td>
</tr>
</tbody>
</table>

An additional allowance of 10% is provided for the districts that use alternative fuels or transport students to and from multi-county vocational centers and exclude the allowance for additional buses from the allowance limit of 1/3 above the state average on a per mile basis. Also, one half of 1.0% of each district’s total transportation allowance must be reserved for expenditures for trips related to academic classroom curriculum.
Wisconsin
State pupil transportation aids are a categorical aid and 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:

<table>
<thead>
<tr>
<th>Distance in Miles</th>
<th>Regular Year</th>
<th>Summer School</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less Than 2 Miles (hazardous area)</td>
<td>$15/pupil</td>
<td>--</td>
</tr>
<tr>
<td>2-5 miles</td>
<td>$35/pupil</td>
<td>$4/pupil</td>
</tr>
<tr>
<td>Over 5 up to 8</td>
<td>$55/pupil</td>
<td>$6/pupil</td>
</tr>
<tr>
<td>Over 8 up to 12</td>
<td>$110/pupil</td>
<td>$6/pupil</td>
</tr>
<tr>
<td>Over 12</td>
<td>$220/pupil</td>
<td>$6/pupil</td>
</tr>
</tbody>
</table>

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 is based on student ridership in the previous year. The 2010-11 appropriation for Transportation Aid is $26.3 million.

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