

TRANSPORTATION

Alabama

Personnel positions, fuel, and non-salary costs are allocated based on the size of the operation. 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 \$2.49 per mile for districts with .5 miles or less per student, \$2.04 for .501 to one mile and \$2.49 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.

Transportation support per mile

Mileage	Support
.05mi or less	\$2.49
More than .05 less than 1.0mi	\$2.04
More than 1.0mi	\$2.49

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. Annual funding is limited to amounts received by each school district for the Home-to-School Transportation program in 2012-13 fiscal year.

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 times days of school. 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 are proportionally reduced to stay within the legislatively approved appropriation, inasmuch as the grant has been capped for several years.

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. For the districts the State pays for 90% of these costs and the districts pay for approximately 10% of the costs. 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 70% 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 2000, 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, less \$7.5 million, which is to be used as discretionary funding.

Illinois

For regular pupils, the state provides a minimum of \$16 per pupil or actual eligible costs less a qualifying amount which is equalized based on district wealth. 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 categorical state aid provided. However, MFP block funding is available to support transportation costs.

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-2015. An additional grant is issued to school systems experiencing increased enrollment. The Fiscal Year 2015 funding level is \$258 million for Transportation programs.

Massachusetts

The state reimburses regional districts for transportation at a fixed rate dependent upon the appropriation each year. In FY14, the rate is estimated to be 66.4 percent. The state reimburses districts for homeless transportation costs at a rate of 50.8%. It also reimburses districts for the transportation of non-resident vocational students at a rate of 9%.

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. There are about \$3 million in State Aid funds appropriated annually to fund bus driver safety and to facilitate public school bus inspections.

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, 4.66% (\$272 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. This is an add-on program amount.

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 28% of allowable costs from the school district's payment .

Funding for transportation was increased for FY15 by \$15 Million. It is statutorily allowable to fund up to 75% of the cost for transporting eligible students, however, ~~reductions in~~ appropriations for FY15 will provide funding to cover only an estimated 31% 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 transportation component below for career and technical education students.

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 2015 formula aid amounts equaled \$426.65 per transported student plus \$11.67 per mile the student was transported. The corresponding figures for students with special transportation needs were \$2,973.90 per student and \$5.67 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 paid based on expenses for general operations, the purchase of buses and other equipment, and contracted transportation services. The maximum reimbursement for approved expenses is 90 percent and the minimum is 6.5 percent. Approved capital expenses for transportation are aided based on assumed amortization schedules whether or not the district actually issued debt. For example, for each bus purchased by the school district an assumed

amortization schedule is generated for aid purposes based on an approved cost (the principal), a statewide average interest rate and a term of five years.

North Carolina

Local districts provide transportation services. State funds fuel, 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 50 cents per mile per day. Transportation payments are based on prior year statistics.

Ohio

Funding for transportation is incorporated in the district formula funding utilizing a hybrid approach in which two sets of calculations are done for each school district with the calculation that results in the higher funding being utilized. However, transportation funds cannot be used for general operating costs. The Ohio Department of Education calculates payment based on the average number of bus riders, as counted and reported during count week, and per annual mile expenditure in the previous year. The statutory provision for this aid program is found in ORC Section 3317.0212.

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. As noted earlier, the rate of reimbursement to the school district for pupil transportation is 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 two 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

The formula includes categorical funding to offset the excess costs associated with transporting students to out of district non-public schools and within regional school districts. This fund requires the state to assume the costs of non-public out-of-district transportation for those districts participating in the statewide system and equally share the regional school district student transportation costs.

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 that uses 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 2014–2015, the maximum 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) an allowance per mile, (2) an allowance per minute. Currently the average cost per mile is \$1.16; the average cost per minute is \$0.64; and the total annual transportation cost is \$101,145,428.

The state funds about 66% or \$68,643,600 at this time.

Eighty percent of the total pupil transportation costs are for to-and-from school; 20% is for activity/field trips.

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

The Commonwealth determines per student costs for regular, special arrangement, and exclusive schedule student transportation programs. Per student costs are based on a matrix through use of two variables: geographical density and division size, i.e., number of students, 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 the school divisions' LCIs. Also, the state contributes to the bus replacement costs based on a twelve-year replacement cycle.

Washington

Each school district providing transportation to and from school is entitled to state student transportation funding based on a regression analysis providing the expected cost of operations given the district characteristics. The primary characteristics are the basic program student count, the special program student count, the number of destinations (schools) served, the average distance between bus stops and schools, and the district land area.

West Virginia

As discussed in the preceding section, districts are divided into four groups based on student population density, and additional funding is provided to the districts with the lower student population density ratios.

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:

Distance in Miles	Regular Year	Summer School
Less Than 2 Miles (hazardous area)	\$15/pupil	--
2-5 miles	\$35/pupil	\$4/pupil
Over 5 up to 8	\$55/pupil	\$6/pupil

Over 8 up to 12	\$110/pupil	\$6/pupil
Over 12	\$275/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 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.