

MINUTES OF THE HOUSE APPROPRIATIONS SUBCOMMITTEE ON EDUCATION
February 7, 1983

The House Appropriations Subcommittee on Education met at 8:00 a.m. on Monday, February 7, 1983 in Room 104 of the State Capitol. With Chairman Rep. Esther G. Bengtson presiding, all members were present. The budget for the Board of Regents was heard and Executive Action was taken on the budgets of the Board of Regents and OPI's Transportation, and language regarding the University System Supplemental request was approved.

The hearing was opened on the Board of Regents' budget. Mr. Bill Sykes, LFA, gave his analysis. The LFA provides for current level, with a general fund increase of 6%. The only difference between the OBPP and the LFA budgets is due to the fact that the OBPP rounds up and the LFA rounds down.

Jeff Morrison, Chairman of the Board of Regents, then spoke. He expressed support of the budgeted amount.

The hearing on the Board of Regents was closed.

The Committee then went into Executive Session. Rep. Donaldson moved to accept the OBPP budget for the Board of Regents; motion carried unanimously.

Mr. Curt Nichols, LFA, brought up the subject of the Transportation portion of the OPI budget. He stated that when the Committee adopted the schedules, basically the OBPP recommendation was adopted. Included in that was an increase for individual transportation, from 20¢ to 22¢ and 24¢. He said that although this had been included in the bill drafting request, he would be willing to take this part out, because there was no particular discussion of this in Committee. Mr. Tom Crosser, OBPP, said he used the same rate of increase for this mode of transportation as other areas. Mr. Nichols said the OBPP recommendation would be about a 10% increase in the coming biennium.

Rep. Peck brought up the subject of a recent Attorney General's opinion which said that if the school bus violated the approved route, this would endanger the reimbursement on all routes. What happens is if a family comes in, the bus picks them up on their own cost. He moved to include a provision in the bill being worked on by Mr. Nichols which would allow the districts to do this without endangering the State reimbursement on all routes. He pointed out that it wouldn't cost the State any more money. Motion carried unanimously.

Regarding the personal transportation reimbursement rates, Mr. Crosser pointed out that the dollar amounts in the OBPP budget weren't correct any more because of the change from a 50 to a 45 seat capacity. The difference in personal mileage would amount to about \$15,000 per year. The current rate is 20¢ per mile for one round trip per day, less three miles.

Sen. Hammond moved the rate be left at 20¢. Motion carried unanimously.

Pam Joehler, LFA, distributed some spread sheets summarizing the Committee's action on the OPI budget; see Exhibit "A," bulk testimony file. The major FTE decrease was in Program 05. The LFA removed 3.3 FTE from current level. Vocational Education and Financial Services also were decreased, and there was a slight increase in Basic Skills.

Discussion took place regarding the various factors which influence the base year actual figures. Mr. Tom Chesbro, OPI, said that the biggest thing that the Committee hadn't addressed was the replacement funds on the block grant in Programs 05 and 06; approximately \$50,000 in general fund money that was granted to the Office in the Special Session was not continued. Ms. Joehler said that the expenditure side was alright, but the funding wasn't. OPI doesn't feel that federal funds will be coming in at the LFA estimated level, and they wanted the general fund to make up the difference. Ms. Joehler said it would cost about \$26,000 in 1984 and about \$50,000 in 1985 to replace these funds with general fund. Discussion took place regarding the issue of the State replacing federal funds.

Rep. Ernst suggested that the Committee make note of the issue, and look at it during the Subcommittee wrap-up.

Mr. Chesbro suggested to the Committee to combine Programs 04 and 05. They are presently both under the same administrative superintendent. This action would simplify several aspects of the operation. If it was agreeable to the Committee, he said OPI would combine the two. There was general agreement to address this at a later date also.

OPI's Transportation budget was then taken up. Mr. Nichols had some figures; see Exhibit "B."

Rep. Donaldson said that there was concern among some of the school districts regarding changing the load requirement to 2/3. They have some five-year contracts and are concerned about the effects of the change taking place immediately. There is also concern, because they had purchased buses based on there being no load limit. He said that the 1/2 load requirement level would still remove the major abuses. The Chairman pointed out that the LFA study hadn't revealed an excessive amount of abuses, and she rose in support of adopting a 1/2 capacity load limit. Rep. Peck said one of the reasons the Education Committee hadn't approved the 1/2 capacity level was because they weren't sure how it would be applied. There was concern about whether or not the load limit requirement would be affected if a child who qualified as a trans-

portee didn't always ride the bus. However, Mr. Bob Stockton, OPI, said this wasn't a problem. He rose in support of setting a minimum capacity.

In response to Sen. Haffey, Mr. Nichols explained that putting a 2/3 load requirement in place would reduce the biennium total appropriation of \$11,719,000 by \$371,970 per year. If the requirement is set at 1/2, the total would be reduced by \$180,000 per year.

Discussion took place regarding whether \$11.7 million would bring the State up to its 1/3 reimbursement level.

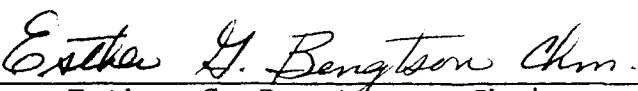
Rep. Donaldson moved to change the load requirement level to 1/2 in HB 419; motion carried unanimously.

Mr. Nichols said the Committee bill on transportation would be ready by February 11.

The language regarding the University System supplemental request was discussed. See Exhibit "C." Mr. Nichols explained the language. In essence a cap is set on expenditures, and any balance will revert. Previously, the language had stipulated that any excess revenues would revert. Therefore, under the new language if revenues exceed expenditures, but there is a negative balance, reversion will not occur until the balance is brought up to zero.

Sen. Haffey moved approval of the language contained in Exhibit "C;" motion carried unanimously.

The meeting was adjourned at 9:10 a.m.



Rep. Esther G. Bengtson - Chairman

VISITORS' REGISTER

HOUSE EDUCATION SUB. COMMITTEE

BILL BOARD OF REGENTS

Date 2/7/83

SPONSOR _____

NAME	RESIDENCE	REPRESENTING	SUP- PORT	OP- POSE
<u>Bob Aue</u>		<u>AP.</u>		
<u>George Soumireu</u>		<u>ASUM</u>		

IF YOU CARE TO WRITE COMMENTS, ASK SECRETARY FOR LONGER FORM.

PLEASE LEAVE PREPARED STATEMENT WITH SECRETARY.

~~2/2~~

Without Load requirement

1st year
\$ 5,316,320
5,633,000

2nd year
\$ 5,769,449
6,086,000

With Load Requirement

1st year
4,944,350

2nd year
5,397,478

Difference

371,970

~~389,971~~

371,971

This ~~type~~ ^{biennium} approx.

\$ 9,743,695

with biennium approx.

10,323,828

6% increase

