

1 Long BILL NO. 53
 2 INTRODUCED BY Mark Henderson
 3

4 A BILL FOR AN ACT ENTITLED: "AN ACT RELATED TO THE SCHOOL
 5 TRANSPORTATION REIMBURSEMENT RATE SCHEDULES; PROVIDING AN
 6 INCREASE OF THE BUS PER MILE REIMBURSEMENT SCHEDULES; AND
 7 AMENDING SECTION 75-7018, R.C.M. 1947."

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 9 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF MONTANA:

10 Section 1. Section 75-7018, R.C.M. 1947, is amended to
 11 read as follows:

12 "75-7018. Schedule of maximum reimbursement by bus
 13 mileage rates. The following bus mileage rates for school
 14 bus transportation constitute the maximum reimbursement to
 15 districts for school bus transportation from state and
 16 county sources of transportation revenue under the
 17 provisions of sections 75-7022 and 75-7023. These rates
 18 shall not limit the amount which a district may budget in
 19 its transportation fund budget in order to provide for the
 20 estimated and necessary cost of school bus transportation
 21 during the ensuing school fiscal year. The operation of any
 22 vehicle reimbursed under the rate provisions of this
 23 schedule shall be a school bus, as defined by this Title,
 24 driven by a qualified driver on a bus route approved by the
 25 county transportation committee and the superintendent of

1 public instruction.

2 (1) The rate per bus mile traveled shall be determined
 3 in accordance with the following schedule when the number of
 4 eligible transportees boarding such school bus on an
 5 approved route is not less than seventy-five per cent (75%)
 6 of its rated capacity:

7 ~~{a} twelve cents (\$.12) per bus mile for a school bus~~
 8 ~~with a rated capacity of six (6) children or less;~~

9 ~~{b} fifteen cents (\$.15) per bus mile for a school bus~~
 10 ~~with a rated capacity of not less than seven (7) but not~~
 11 ~~more than eleven (11) children;~~

12 ~~{c} {a} twenty cents (\$.20) forty-five cents (\$.45) per~~
 13 ~~bus mile for a school bus with a rated capacity of not less~~
 14 ~~than twelve (12) but not more than thirty (30) fifty (50)~~
 15 ~~children; and~~

16 ~~{d} {b} when the rated capacity is more than thirty~~
 17 ~~(30) fifty (50) children, an additional one-half-cent~~
 18 ~~(\$.005) two cents (\$.02) per bus mile for each additional~~
 19 ~~child in the rated capacity in excess of thirty (30) fifty~~
 20 ~~(50) shall be added to a base rate of twenty-cents~~
 21 ~~(\$.20) forty-five cents (\$.45) per bus mile.~~

22 (2) When the number of eligible transportees boarding a
 23 school bus on an approved route is less than seventy-five
 24 per cent (75%) of its rated capacity, the rate per bus mile
 25 traveled shall be computed as follows:

1 (a) determine the number of eligible transportees
2 boarding the school bus on such route;

3 (b) multiply the number determined in subsection (2)
4 (a) by twenty-five per cent (25%) and round-off to the
5 nearest whole number;

6 (c) add the amount calculated in subsection (2) (b) to
7 the number determined in subsection (2) (a) to determine the
8 adjusted rated capacity for the bus; and

9 (d) use the adjusted rated capacity determined in
10 subsection (2) (c) as the rated capacity of such bus to
11 determine the rate per bus mile traveled from the rate
12 schedule in subsection (1) above.

13 The rated capacity shall be the number of riding
14 positions of a school bus as determined under the policy
15 adopted by the board of education."

-End-

STATE OF MONTANA

REQUEST NO. 45-75

FISCAL NOTE

Form BD-15

In compliance with a written request received January 17, 19 75, there is hereby submitted a Fiscal Note for House Bill 53 pursuant to Chapter 53, Laws of Montana, 1965 - Thirty-Ninth Legislative Assembly. Background information used in developing this Fiscal Note is available from the Office of Budget and Program Planning, to members of the Legislature upon request.

DESCRIPTION OF PROPOSED LEGISLATION:

An act providing an increase of the school bus per mile reimbursement schedules.

ASSUMPTIONS:

1. The size and number of buses, routes, miles traveled, and size of loads are assumed constant for the purpose of predicting the fiscal impact of the act.
2. State reimbursement for high school on schedule transportation costs is one-third of the on schedule amounts as established under Section 75-7018, R.C.M. 1947. The county reimbursement is 2/3 of the on schedule amount; a county-wide levy for transportation reimbursement is authorized for such purpose. Over schedule costs are borne by the district.
3. Reimbursement for elementary school on schedule costs is borne 1/3 by the state and 1/3 by the county. The remaining 1/3 plus any over schedule costs are borne by the district.
4. The county's obligation to districts for reimbursement for elementary transportation is paid from the revenue derived from the 25 mill basic county levy for elementary schools before county equalization funds are apportioned for the Foundation Program.
5. An increase in on schedule reimbursable transportation rates will reduce the amount of revenue to the county equalization aid fund, which in turn would increase the amount of state equalization aid necessary to fully fund the Foundation Program.
6. Under proposed law, state transportation reimbursement would nearly double for an increase of \$1.3 million per year.
7. Approximately 41.5% of state reimbursement is for high school transportation.

FISCAL IMPACT:

PLEASE SEE FOLLOWING PAGE

Continued

BUDGET DIRECTOR

Office of Budget and Program Planning

Date: _____

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FISCAL IMPACT:

State Impact

	FY 76	FY 77
Increase in state share of transportation reimbursement for high schools (1/3)	\$ 540,000	\$ 540,000
Increase in state share of transportation reimbursement for elementary schools	<u>760,000</u>	<u>760,000</u>
Increase in state equalization aid payments to fully fund Foundation Program	<u>1,300,000</u>	<u>1,300,000</u>
	<u>760,000</u>	<u>760,000</u>
Total increased state expenditures	<u>\$2,060,000</u>	<u>\$2,060,000</u>

County Impact

Increase in county share of transportation reimbursement for high schools (2/3) to be funded through increased county transportation levy	\$1,080,000	\$1,080,000
Increase in county share for elementary transportation	<u>760,000</u>	<u>760,000</u>
Total increased county expenditures	<u>\$1,840,000</u>	<u>\$1,840,000</u>

District Impact

Elementary School District (i.e., district contribution is reduced by the amount the state and county contributions are increased.)	(1,520,000) *	(1,520,000) *
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High School

(The amount of "on schedule" costs to the district that are reimbursable from state and county sources is increased; hence district costs are decreased by the same amount.)	<u>(1,620,000) *</u>	<u>(1,620,000) *</u>
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Total decrease in District expenditures	<u>\$(3,140,000) *</u>	<u>\$(3,140,000) *</u>
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* Decrease

Michael D. Billings
 BUDGET DIRECTOR
 Office of Budget and Program Planning
 Date: January 22, 1975

Approved by Committee on Education

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21 during the ensuing school fiscal year. The operation of any
22 vehicle reimbursed under the rate provisions of this
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25 county transportation committee and the superintendent of

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5 approved route is not less than seventy-five per cent (75%)
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- 6 (c) add the amount calculated in subsection (2) (b) to
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8 adjusted rated capacity for the bus; and
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10 subsection (2) (c) as the rated capacity of such bus to
11 determine the rate per bus mile traveled from the rate
12 schedule in subsection (1) above.
- 13 The rated capacity shall be the number of riding
14 positions of a school bus as determined under the policy
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-End-

Approved by Committee
on Appropriations

HOUSE BILL NO. 53

INTRODUCED BY MARKS, GUNDERSON

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THIRTY-FIVE CENTS (\$.35) per bus mile for a school bus with
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