

HOUSE BILL NO. 635

INTRODUCED BY DARKO, H. HAMMOND, HARBIN

IN THE HOUSE

February 2, 1985	Introduced and referred to Committee on Education and Cultural Resources.
February 6, 1985	Fiscal Note requested.
February 9, 1985	Fiscal Note returned.
February 16, 1985	Committee recommend bill do pass as amended. Report adopted.
	Bill printed and placed on members' desks.
February 18, 1985	Second reading, do pass.
February 19, 1985	Considered correctly engrossed.
February 20, 1985	Third reading, passed.
	Transmitted to Senate.

IN THE SENATE

February 22, 1985	Introduced and referred to Committee on Education and Cultural Resources.
March 18, 1985	Committee recommend bill be concurred in. Report adopted.
March 21, 1985	Second reading, pass consideration until 64th Legislative Day.
March 25, 1985	Second reading, concurred in.

March 27, 1985

Third reading, concurred in.
Ayes, 47; Noes, 3.

Returned to House.

IN THE HOUSE

March 27, 1985

Received from Senate.

Sent to enrolling.

Reported correctly enrolled.

1 HOUSE BILL NO. 635
2 INTRODUCED BY Darke Hulthammer Haskin

3
4 A BILL FOR AN ACT ENTITLED: "AN ACT TO ALLOW A SCHOOL
5 DISTRICT TO BE REIMBURSED FOR NONBUS MILEAGE WHEN A VEHICLE
6 IS DRIVEN BY A BUS DRIVER TO AN OVERNIGHT LOCATION OF A
7 SCHOOL BUS MORE THAN 10 MILES FROM THE SCHOOL; AMENDING
8 SECTION 20-10-141, MCA."

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

11 Section 1. Section 20-10-141, MCA, is amended to read:

12 "20-10-141. Schedule of maximum reimbursement by bus
13 mileage rates. (1) The following bus mileage rates for
14 school bus transportation constitute the maximum
15 reimbursement to districts for school bus transportation
16 from state and county sources of transportation revenue
17 under the provisions of 20-10-145 and 20-10-146. 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. All bus miles
22 traveled on routes approved by the county transportation
23 committee are reimbursable. Nonbus mileage is reimbursable
24 for a vehicle driven by a bus driver to and from an
25 overnight location of a school bus when the location is more

1 than 10 miles from the school. A district may approve
2 additional bus or nonbus miles within its own district or
3 approved service area but may not claim reimbursement for
4 such mileage. Any vehicle, the operation of which is
5 reimbursed for bus mileage under the rate provisions of this
6 schedule, shall be a school bus, as defined by this title,
7 driven by a qualified driver on a bus route approved by the
8 county transportation committee and the superintendent of
9 public instruction.

10 (2) The rate per bus mile traveled shall be determined
11 in accordance with the following schedule when the number of
12 eligible transportees that board a school bus on an approved
13 route is not less than one-half of its rated capacity:

14 (a) 72 cents in fiscal 1984 and 80 cents in fiscal
15 1985 and each year thereafter per bus mile for a school bus
16 with a rated capacity of not less than 12 but not more than
17 45 children; and

18 (b) when the rated capacity is more than 45 children,
19 an additional 2 cents per bus mile for each additional child
20 in the rated capacity in excess of 45 shall be added to a
21 base rate of 72 cents in fiscal 1984 and 80 cents in fiscal
22 1985 and each year thereafter per bus mile.

23 (3) Reimbursement for nonbus mileage provided for in
24 subsection (1) may not exceed 75% of the maximum
25 reimbursement rate determined under subsection (2).

1 ~~3~~4 When the number of eligible transportees
2 boarding a school bus on an approved route is less than
3 one-half of its rated capacity, the rate per bus mile
4 traveled shall be computed as follows:

5 (a) determine the number of eligible transportees that
6 board the school bus on the route;

7 (b) multiply the number determined in subsection
8 ~~3~~~~a~~ 4(a) by two and round off to the nearest whole
9 number; and

10 (c) use the adjusted rated capacity determined in
11 subsection ~~3~~~~b~~ 4(b) as the rated capacity of the bus to
12 determine the rate per bus mile traveled from the rate
13 schedule in subsection (2).

14 ~~4~~5 The rated capacity shall be the number of
15 riding positions of a school bus as determined under the
16 policy adopted by the board of public education."

17 NEW SECTION. Section 2. Extension of authority. Any
18 existing authority of the superintendent of public
19 instruction to make rules on the subject of the provisions
20 of this act is extended to the provisions of this act.

-End-

STATE OF MONTANA

FISCAL NOTE

REQUEST NO. FNN 326-85Form BD-15

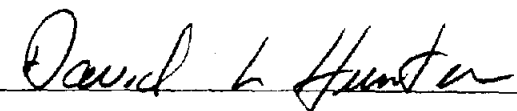
In compliance with a written request received February 6, 19 85, there is hereby submitted a Fiscal Note for House Bill 635 pursuant to Title 5, Chapter 4, Part 2 of the Montana Code Annotated (MCA). Background information used in developing this Fiscal Note is available from the Office of Budget and Program Planning, to members of the Legislature upon request.

DESCRIPTION OF PROPOSED LEGISLATION:

House Bill 636 is an act that allows a school district to be reimbursed, at a reimbursement rate not to exceed 75% of the maximum for school buses, for nonbus mileage when a vehicle is driven by a bus driver to an overnight school bus location which is more than 10 miles from the school.

ASSUMPTIONS:

1. The average state reimbursement rate per mile for school bus travel is equal to .298 cents.
2. One half (50%) of bus miles traveled are traveled on routes where the overnight location of the school bus is more than 10 miles one way from the school.
3. The school bus will make one round trip each day to its overnight location.
4. The bus driver's vehicle will make one round trip each day to the bus overnight location.
5. School buses presently travel their designated routes two round trips each day.
6. State transportation reimbursement is equal to 1/3 the on scheduled costs of school bus miles traveled. The local school districts and the counties pay the remaining 2/3 of total on schedule costs for school bus transportation.



BUDGET DIRECTOR
Office of Budget and Program Planning

Date: Feb 9, 1985

HB 635

FISCAL IMPACT:

Expenditures:

	<u>FY 1986</u>	<u>FY 1987</u>	<u>Total Biennium</u>
Current Law - Local Assistance	\$5,316,805	\$5,316,805	\$10,633,610
Proposed Law - Local Assistance	<u>4,984,774</u>	<u>4,984,774</u>	<u>9,969,548</u>
Change	(\$ 332,031)	(\$ 332,031)	(\$ 664,062)

Revenues:

Current Law Transportation reimbursement - general fund	\$5,316,805	\$5,316,805	\$10,633,610
Proposed Law - general fund Change - general fund	<u>4,984,774</u> (\$ 332,031)	<u>4,984,774</u> (\$ 332,031)	<u>9,969,548</u> (\$ 664,062)

General fund expenditures for the state share of on scheduled transportation cost would be reduced by approximately \$332,031 per year.

AFFECT ON COUNTY OR OTHER LOCAL REVENUE OR EXPENDITURES:

1. The combined local school district and county transportation costs for on schedule cost of school bus transportation would be reduced by twice the state reimbursement reduction. In other words their combined cost would be reduced by \$664,062 per year.
2. The amount of reduction for school districts and counties individually is determined by the total number of elementary children and high school students that are transported by school bus on the effected routes. School districts pay 1/3 on schedule costs of school bus transportation for elementary eligible transportees, and the county pays 1/3 on schedule costs of school bus transportation for elementary students and 2/3 of on schedule costs for eligible high school transportees. To calculate the exact amount of district and county share of the total reduction, one would have to know the exact ratio of elementary to high school eligible transportees for each affected bus route.

LONG-RANGE EFFECTS OF PROPOSED LEGISLATION:

1. Some reduction of local tax for school bus transportation costs where effected routes exist.

TECHNICAL OR MECHANICAL DEFECTS OR CONFLICTS WITH EXISTING LEGISLATION:

Bill should be amended to insure that students are not transported in the driver's personal vehicle.

APPROVED BY COMM. ON EDUCATION
AND CULTURAL RESOURCES

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23 (3) Reimbursement for nonbus mileage provided for in
24 subsection (1) may not exceed 75% 50% of the maximum
25 reimbursement rate determined under subsection (2).

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