Overview

School district transportation costs are largely absorbed internally within a school district's budget because most categorical funding programs for transportation were eliminated by the 1995 Legislature.

One remaining categorical program for pupil transportation is for nonpublic pupil transportation. This formula is currently based on a school district's actual transportation expenditures for all pupils transported (both public and nonpublic).

Charter schools may choose to transport their students or forgo $170 per pupil unit in general education revenue and require the resident school district to transport their students. Resident school districts are not currently eligible for revenue for these transportation expenditures.

The 1995 "roll-ins" of categorical transportation funding replaced school district levy authority for bus purchase, late activity bus costs, and certain pupil transportation necessitated by hazardous conditions. HF 784 restores these categorical revenue components.

1. **Nonpublic pupil transportation aid.** Changes the basis for the calculation for nonpublic pupil transportation aid from the district's actual expenditures for transporting all pupils to its actual expenditures for transporting nonpublic students.

2. **Charter school transportation aid.** Creates a new categorical aid for school districts equal to the cost of transporting charter school pupils.

3. **Pupil transportation levies.** Restores three transportation levies: a levy for transportation of students necessitated by hazardous conditions; a levy for purchase of new school buses; and a levy for transporting students involved in after-school activities.

4. **Appropriations.** Appropriates an unspecified amount for the pupil transportation aid contained in this bill.
Effective date. Makes sections 1, 2 and 4 effective for revenue for fiscal year 2000 and later. Makes the new transportation levies (section 3) effective for taxes payable in 2000.