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Overview

Minnesota eliminated its categorical cost-based funding for pupil transportation through actions of the 1997 Legislature. In its place, the general education formula was increased by \$170 per pupil for all students in all districts (this is currently the equivalent of 4.66 percent of the basic revenue), and a new component of general education revenue, called transportation sparsity revenue, was created.

Transportation sparsity revenue provides additional revenue to school districts based on indexes formed by measuring each districts' geographic sparsity (pupils per square mile) calculated a few different ways and totals about \$66 million per year.

This bill provides additional pupil transportation revenue by funding each school district and charter school's unfunded pupil transportation costs. Costs are defined as the amounts spent transporting pupils to and from school and adding in an amount for bus depreciation. The district's transportation sparsity revenue and 4.66 percent of basic revenue are subtracted from the cost, and any remaining amount, the "unfunded cost" is funded by this bill.

Section

- 1 Revenue calculation.** Changes the name of the school district transportation revenue component from transportation sparsity revenue to transportation revenue to correspond to the new funding formula in section 4.

Section

- 2** **Transportation aid; charter schools.** Adjusts charter school general education revenue to reflect the new name and statutory cross references for pupil transportation revenue.
- 3** **General education revenue.** Changes the name of the school district transportation revenue component from transportation sparsity revenue to transportation revenue to correspond to the new funding formula in section 4.
- 4** **Transportation revenue.** Creates a new component of pupil transportation revenue to fund a school district or charter school's unfunded "to and from school" pupil transportation costs. Sets the new revenue equal to the greater of zero or the difference between the district's qualifying costs and the sum of its pupil transportation sparsity revenue, the charter school pupil transportation adjustment, and 4.66 of the district's general education basic revenue.