

FISCAL ESTIMATE FORM

1999 Session

LRB # -1468/1

- ORIGINAL UPDATED
- CORRECTED SUPPLEMENTAL

Introduction # Assembly Bill 146

Admin. Rule #

Subject

Transportation of children participating in certain special education programs and contracts with private agencies for children-at-risk programs

Fiscal Effect See narrative

State: No State Fiscal Effect

Check columns below only if bill makes a direct appropriation or affects a sum sufficient appropriation.

Increase Costs - May be possible to Absorb Within Agency's Budget Yes No

- Increase Existing Appropriation Increase Existing Revenues
- Decrease Existing Appropriation Decrease Existing Revenues
- Create New Appropriation

Decrease Costs

Local: No local government costs

1. Increase Costs
- Permissive Mandatory
2. Decrease Costs
- Permissive Mandatory

3. Increase Revenues
- Permissive Mandatory
4. Decrease Revenues
- Permissive Mandatory

5. Types of Local Governmental Units Affected:

- Towns Villages Cities
- Counties Others _____
- School Districts WTCS Districts

Fund Sources Affected

- GPR FED PRO PRS SEG

SEG-S

Affected Ch. 20 Appropriations

s. 20.255 (2)(cr)

Assumptions Used in Arriving at Fiscal Estimate:

Under current law, with certain exceptions, a school board is required to transport a pupil to and from the private school that the pupil attends if the pupil resides in the school district and the private school's attendance area, the private school is located at least two miles from the pupil's residence and the private school is located within the school district or not more than five miles beyond the boundaries of the school district.

This bill increases the five mile limit to ten miles. This bill also increases the five-mile limit to ten miles in provisions relating to the transportation of children participating in certain special education programs and relating to the location of private agencies with which a school board may contract for children-at-risk programs.

Local Fiscal Effect:

Since the bill extends the distance that a school district is currently required to transport a pupil to and from a private school, it is likely that more private school students will be eligible for school district-provided transportation, resulting in increased school district transportation costs. It is not known how many school districts would be affected by this bill, nor is it known how many students would be affected. Therefore, the local fiscal effect of this bill is indeterminable.

Any additional cost to a school district as a result of this bill would need to be funded within the school district's revenue limit; that is, the school district would not be able to raise property taxes to pay the additional cost. Any of the costs not reimbursed by state transportation aid would be shared under the equalization aid formula in the following year. However, any increase in state general aid must be used to reduce the property tax and may not be used to pay increased costs under this bill.

(continued)

Long-Range Fiscal Implications:

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5-12-99

State Fiscal Effect

State Operations: The bill is likely to result in more requests for assistance from public school districts and private schools in determining which students school districts must provide transportation. Any increased workload will be difficult to accomplish without additional resources.

State Transportation Aid: The bill will result in increased school district eligibility for state transportation aid. State transportation aid has been prorated for several years and was 86.8 percent in 1997-98. Because no additional transportation aid is appropriated, the bill will result in greater proration of transportation aid.