

# MAINE STATE LEGISLATURE

The following document is provided by the  
**LAW AND LEGISLATIVE DIGITAL LIBRARY**  
at the Maine State Law and Legislative Reference Library  
<http://legislature.maine.gov/lawlib>



Reproduced from scanned originals with text recognition applied  
(searchable text may contain some errors and/or omissions)



# 122nd MAINE LEGISLATURE

## FIRST REGULAR SESSION-2005

---

Legislative Document

No. 1062

S.P. 379

In Senate, March 1, 2005

**An Act To Provide Financial Accommodation under the Essential Programs and Services Funding Act for School Systems with Dead-end Bus Runs**

---

Reference to the Committee on Education and Cultural Affairs suggested and ordered printed.

A handwritten signature in cursive script that reads "Joy J. O'Brien".

JOY J. O'BRIEN  
Secretary of the Senate

Presented by Senator WOODCOCK of Franklin.  
Cosponsored by Representative SAVIELLO of Wilton and  
Representatives: KAELIN of Winterport, MILLS of Farmington.

**Be it enacted by the People of the State of Maine as follows:**

2  
3       **Sec. 1. 20-A MRSA §15671, sub-§4**, as amended by PL 2005, c. 2,  
4 Pt. D, §33 and affected by §§72 and 73, is further amended to  
5 read:

6       **4. Educational cost components outside the per-pupil rate.**  
7 A per-pupil rate is not a suitable method for allocation of all  
8 educational cost components. These components may include, but  
9 are not limited to, debt service, transportation, bus purchases,  
10 vocational education, small school adjustments, teacher  
11 educational attainment and longevity of service and adjustments  
12 to general purpose aid. The funding methodology of these  
13 educational cost components must be established based on  
14 available research. The funding methodology for the  
15 transportation cost component for a dead-end bus run must be  
16 based on the total mileage costs for both directions of the run.  
17

18       **Sec. 2. 20-A MRSA §15681-A, sub-§3**, as enacted by PL 2005, c.  
19 2, Pt. D, §44 and affected by §§72 and 73, is amended to read:

20       **3. Transportation costs.** For fiscal year 2005-06, the  
21 commissioner, using information provided by a statewide education  
22 policy research institute, shall establish a per-pupil  
23 transportation cost for each school administrative unit based on  
24 an analysis of the most recent year's reported transportation  
25 expenditures and a predicted per-pupil transportation cost based  
26 on the number of resident pupils, the number of miles of Class 1  
27 to Class 5 roads in the school administrative unit and any  
28 approved adjustments. The per-pupil transportation cost for a  
29 dead-end bus run must be based on the total mileage costs for  
30 both directions of the run. In fiscal year 2005-06 the  
31 established per-pupil transportation cost for each school  
32 administrative unit is the most recent year's reported  
33 transportation expenditures or predicted per-pupil transportation  
34 cost, plus 10%, whichever is lower. Beginning in fiscal year  
35 2006-07, and for each subsequent fiscal year, the per-pupil  
36 transportation costs for each school administrative unit are its  
37 established costs for the most recent year adjusted by the  
38 Consumer Price Index or other comparable index. For fiscal years  
39 2005-06 and 2006-07, in no case may the per-pupil transportation  
40 costs for a school administrative unit be less than 75% of the  
41 established costs for the most recent fiscal year. Every 3  
42 years, the commissioner, using information provided by a  
43 statewide education policy research institute, shall examine and  
44 may adjust reported transportation expenditures and predicted  
45 transportation costs. The commissioner shall develop an appeals  
46 procedure for established per-pupil transportation costs for  
47 school administrative units;  
48

49       **Sec. 3. PL 2003, c. 712, §20** is amended to read:  
50

2           **Sec. 20. Transportation.** To ensure greater equity and  
adequacy in providing transportation services, beginning in  
4 fiscal year 2005-06, transportation costs must be included in the  
essential programs and services operating costs calculations and  
6 be based on school administrative unit pupil transportation  
densities and adjustments for in-district and out-of-district  
8 required special education and vocational education  
transportation costs and may include other factors that respond  
to unique costs in some school administrative units. Allowable  
10 transportation operating costs for a dead-end bus run must be  
12 based on the total mileage costs for both directions of the run.  
Beginning in fiscal year 2005-06, an appeals process to determine  
14 exceptions to the transportation operating cost for a school  
administrative unit must be implemented. All appeals must  
16 include, but may not be limited to, an analysis of cost  
efficiency and a cost comparison with school administrative units  
18 having comparable pupil transportation density indices.

20           **Sec. 4. Retroactivity.** Those sections of this Act that amend  
the Maine Revised Statutes, Title 20-A, section 15671, subsection  
22 4 and Title 20-A, section 15681-A, subsection 3 apply  
retroactively to July 1, 2005.

24

26

#### SUMMARY

28

30

This bill provides for counting the mileage for both  
directions of a dead-end bus run in determining the funding for  
the transportation component of public school costs under the  
Essential Programs and Services Funding Act.