

SENATE BILL 106

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2000 Regular Session  
0lr0099

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By: **Chairman, Budget and Taxation Committee (Departmental - Education)**

Introduced and read first time: January 17, 2000

Assigned to: Budget and Taxation

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Committee Report: Favorable

Senate action: Adopted

Read second time: February 15, 2000

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CHAPTER \_\_\_\_\_

1 AN ACT concerning

2 **Education - Grants for Transportation Services for Public School Students**

3 FOR the purpose of making certain adjustments to the formula for transportation

4 grants to county boards of education; adjusting the time period for calculating

5 increases in the grant amounts; and generally relating to the computation of the

6 grants to provide transportation services to public school students.

7 BY repealing and reenacting, with amendments,

8 Article - Education

9 Section 5-205

10 Annotated Code of Maryland

11 (1999 Replacement Volume)

12 SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF

13 MARYLAND, That the Laws of Maryland read as follows:

14 **Article - Education**

15 5-205.

16 (a) For fiscal year 1993, grants in the following amounts shall be distributed

17 to the county boards to provide transportation services for public school students and

18 handicapped children for whom transportation is to be provided under § 8-410 of this

19 article. Appropriations for student transportation shall be budgeted in a separate

20 budget category as provided in § 5-101 of this article. If the amount that is

21 appropriated to a county under this section in a fiscal year is more than the actual

22 cost of providing student transportation services in that county, a county board or the

1 Board of School Commissioners of Baltimore City may apply any excess funds to costs  
 2 of pupil transportation in subsequent years. None of these funds may be paid to or  
 3 claimed by any subdivision, nor may any of these funds be reverted to any  
 4 subdivision. A county board or the Board of School Commissioners of Baltimore City  
 5 may not transfer State revenues from the student transportation category to any  
 6 other category as a result of this section.

7	(1)	Allegany.....	\$ 1,980,822
8	(2)	Anne Arundel .....	8,425,949
9	(3)	Baltimore City .....	7,190,970
10	(4)	Baltimore.....	10,367,659
11	(5)	Calvert.....	1,416,467
12	(6)	Caroline.....	1,006,102
13	(7)	Carroll.....	3,187,617
14	(8)	Cecil.....	1,804,270
15	(9)	Charles .....	3,451,989
16	(10)	Dorchester .....	1,019,763
17	(11)	Frederick .....	3,190,417
18	(12)	Garrett.....	1,316,631
19	(13)	Harford.....	4,243,590
20	(14)	Howard.....	3,771,266
21	(15)	Kent .....	682,517
22	(16)	Montgomery .....	9,288,324
23	(17)	Prince George's.....	13,405,820
24	(18)	Queen Anne's.....	1,124,034
25	(19)	St. Mary's .....	2,281,410
26	(20)	Somerset.....	793,869
27	(21)	Talbot.....	639,498
28	(22)	Washington.....	2,592,124
29	(23)	Wicomico.....	1,905,063

1 (24) Worcester .....1,159,874

2 (b) (1) In this subsection, "full-time equivalent enrollment" means the  
3 full-time equivalent enrollment used to calculate the State share of basic current  
4 expenses for a fiscal year under § 5-202 of this subtitle.

5 (2) Subject to the limitations under paragraph (3) of this subsection, for  
6 fiscal year [1998] 2001 and every year thereafter the amount of the grant shall be  
7 equal to the amount of the grant for the previous year increased by the same  
8 percentage as the increase in the private transportation category of the Consumer  
9 Price Index for all urban consumers, for the [Baltimore] WASHINGTON-BALTIMORE  
10 metropolitan area, as of July of the [second] fiscal year preceding the year for which  
11 the amount is being calculated, plus an additional amount equal to the product of:

12 (i) The total State grant for school transportation for the previous  
13 fiscal year divided by the full-time equivalent enrollment for the previous fiscal year;  
14 and

15 (ii) [1.] For fiscal year 1999 and each fiscal year thereafter, the  
16 difference between the full-time equivalent enrollment in a county for the current  
17 fiscal year and the full-time equivalent enrollment in the county for the previous  
18 fiscal year, or, if the full-time equivalent enrollment in a county for the current fiscal  
19 year is less than the full-time equivalent enrollment in the county for the previous  
20 fiscal year, zero]; and

21 2. For fiscal year 1998 only, one-half the difference between  
22 the full-time equivalent enrollment in a county for the current fiscal year and the  
23 full-time equivalent enrollment in the county for the previous fiscal year, or, if the  
24 full-time equivalent enrollment in a county for the current fiscal year is less than the  
25 full-time equivalent enrollment in the county for the previous fiscal year, zero].

26 (3) The increase in the amount of the grant that is based on the increase  
27 in the private transportation category of the Consumer Price Index may not be less  
28 than 3 percent nor more than 8 percent of the amount of the grant for the previous  
29 year.

30 (c) For each fiscal year, in addition to the grant provided under subsections (a)  
31 and (b) of this section, a handicapped student transportation grant shall be  
32 distributed to each county board. The amount of the grant to each board shall be \$500  
33 times the number of handicapped students requiring special transportation services  
34 who are transported by the county board in excess of the number transported during  
35 the 1980-1981 school year.

36 (d) For the purposes of determining the amount of the grant provided under  
37 subsection (c) of this section, the State Board shall develop a procedure and adopt  
38 regulations for determining the number of handicapped students transported in each  
39 jurisdiction in excess of the number transported in the 1980-1981 school year.

40 (e) The State Board shall adopt rules and regulations that provide for the safe  
41 operation of the student transportation system of each county board of education.

1 SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect  
2 July 1, 2000.