



**Mary Pat Fannon, Executive Director**

**BILL:** HB 72 - County Boards of Education - Student Transportation - Vehicles  
**DATE:** January 20, 2021  
**POSITION:** **Support**  
**COMMITTEE:** Ways and Means  
**CONTACT:** Mary Pat Fannon, Executive Director

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This bill authorizes a county board of education to provide transportation for specified public school students using a vehicle other than a Type I or Type II school vehicle when a school bus cannot reasonably be provided. These students include (1) preschool-age students; (2) students with disabilities; (3) homeless youth; (4) children in foster care; (5) students without access to school buses; (6) students in a nonpublic school placement; (7) students in dual enrollment programs or work programs or other educational programs based off the school campus. A county board of education may provide transportation to a different student group, as well, through a written determination by the board.

The Public School Superintendents' Association of Maryland (PSSAM), which represents all twenty-four local school superintendents, **supports House Bill 72.**

As indicated in last year's fiscal note, local school systems pay between \$448 per pupil in Frederick County, to over \$1,184 in Garrett County on transporting students. The current law requiring all school transportation via Type I and Type II vehicles or taxicabs does not adequately recognize the geographic diversity of our state. In most Local Education Agency (LEA), these modes of transportation are sufficient, but for certain populations of students in more rural areas this requirement comes at a significant cost that could otherwise be invested in the classroom. This is a difficulty made worse by the national shortage of bus drivers.

While COMAR does allow for school systems to request a waiver from the State Superintendent of Schools to use alternate vehicles, those alternatives are only permitted in very limited circumstances. Last year's fiscal note also indicated that the drivers of these vehicles would not receive a criminal background check, which is inaccurate. Any volunteer, contractor, or in this case, a driver of a non-Type I and Type II vehicle would be required to go through the required fingerprint and background processes.

This legislation would make other viable modes of transportation available to local school systems, allowing us to rededicate school bus drivers to cover full routes within our districts, and the flexibility to deal with the transportation needs of special populations, especially our most vulnerable students. For the reasons stated above, PSSAM **supports House Bill 72** and urges a favorable committee report.

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*One Voice, One Vision for Maryland's Students*