| State | Transportation Funding Formula Adustment | Description of Adjustment |
|---|---|---|
| Alabama | Depreciation = (Total Bus Purchase Price / Bus C | **Depreciation** of Bus Chassis (no more than 10 years), and as new buses are purchased, resulting costs increase. |
| Arkansas | Depreciation = (Sum of individual allowance for each approved bus in district) | **Depreciation** of Bus |
| California | Bus Transportation Fee not higher then statewide average public transit fees for daily ridership | School Bus **Transportation Fee**, includes fee waivers for special education and for students whose parents/guardians are indigent. |
| Colorado | Costs per mile = 37.87 cents per mile + 33.87% of costs exceeding mileage reimbursement. | **Cost Per Mile Transportation Adjustment** |
| Connecticut | Town wealth per capita adjustment factor is: Town's Average Per Capita Income / Average Per Capita Income of Wealthiest Town in State.<br><br>Minimum grant entitlement of $1,000 for all districts. | 60% district reimbursement based on districts 'town-wealth per capita". Wealthiest districts funded 0% and poorest districts funded 60%. Adustments include: High School districts, +5%; and, K-12 districts, +10%; and, income adjustments based on "town wealth per capita" concept. |
| Delaware | **Nonpublic school reimbursement** formula inclu | district overall level of annual appropriation, distance transported for eligible pupils, and the education (grade) level of eligible nonpublic school students. |
| Florida | | The state funds student transportation services using a complex formula. All costs not borne by the state or federal government programs are borne by the local districts. |

| | |
|---|---|
| | Eligible students include: residences 2 miles + from school, students enrolled in teenage parent programs and physically disabled students regardless of distance to school. Students transported from one school to another to participate in educational programs (dual enrollment, vocational, programs designed for exceptional students excluding gifted students); students subjected to hazardous walking conditions not exceeding grade six; students participating in pre-kindergarten regardless distance from the school, are also eligible. |

The formula for state aid considers:

(1) an average of student ridership based on a 180-day calendar school year using February and October data. Given that the average of the two months usually exceeds state apportionment, final district transportation funding is prorated.

(2) Total Average student Ridership x Allowable Per Student Cost

(3) [Allowable Per Student Cost = (A / N) + B]   N = **District Density Index**

A and B = Constants calculated by State Department of Education using Least Squares Regression

Allowable Costs per Student = Total Actual Expenses (includes cost of bus replacement) / Number of Eligible Students in each District. The amount is then plotted with the density ratio. The amount at the top of the slope line is "A" and the amount at the bottom of the slope line is "B".

[Density Index (N) = (number of students transported / eligible bus route mileage.] Districts with less than a 1.7 (N) Density Index are upwardly adjusted to 1.7. Districts with an (N) Density Index of 4.7 or higher are downwardly adjusted. The district (N) Density Index will always fall between the range of 1.7 and 4.7

(4) Bus Route Mileage = 0.5 round-trip route mileage to transport students to and from school + 50% of bus route mileage without students.

(5) Adjustments to formula include summer school transportation, students transported by passenger cars, students transported by local government general purpose transportation systems.

(6) School Bus replacements are funded by state statute but fiscal resources have not been allocated since 1992-1993. The state operates a voluntary district pool purchase bid program for school buses in participating districts.

| | | |
|---|---|---|
| Illinois | The Computational Tax Rate is: 0.6% elementary districts, 0.5% secondary districts, and 0.7% unit districts. | Regular Education Transportation is adjusted according to the District's Equalized Assessed Valuation multiplied by a Computational Tax Rate. |
| Indiana | The Adjusted Per Pupil Transportation funding level = $280 – ($20 x Linear Density of Corporation). <br> **Linear Density** = Total Eligible Pupils / Total Round Trip Mileage. <br> Kindergarten student = 0.5 Eligible Pupils <br><br> Local District Cost = the difference between individual school corporation's allowance and the levy raised by $0.42 x $100 assessed valuation tax rate. <br><br> Round Trip Mileage = Distance from First Eligible Pick-up Point to the Last Eligible Pupil Disembarkation at a school. <br> Total Transportation Allowance = Adjusted per pupil amount x Total number of eligible students. | Adjusted Per-Pupil Transportation Funding Formula |
| Kansas | District Allowable Cost of Transportation = 50% of transportation costs of students residing 2.5 or fewer miles away from school they are enrolled + (total number of students residing 2.5 miles or more away from school / usually traveled on road to district and eligible students furnished with transportation. <br><br> School District **Density** = [(Total number of resid who reside 2.5+ miles away from school enrolled to school usually traveled on) / (Total number of s miles in district territory)]. | Transportation is part of the SEEK Formula, requiring students to live 1.0+ miles. Per pupil cost of transportation plotted on a density-cost graph. A statistical best-fit curve is used to determine density cost of all districts in state. Procedure factors in sparsely and densely populated areas <br><br> The point on the best-fit curve is identified, which represents the transportation cost of one particular district. The figure is divided by the BSAPP and the quotient is multiplied the total number of pupils residing 2.5+ miles away from the school for which transportation is being provided. The result is the district's weighted enrollment adjustment. When district aid is calculated, the district's weighted enrollment adjustment adjusts total budget allocation. |
| Maine | Transportation Cost = (actual transportation costs | State subsidies for transportation do not include categorical programs. |

| | | |
|---|---|---|
| | the base year which is 2 years prior to currently fu + average of 2 years **CPI**) + (total cost of all bus made prior to currently funded year approved by Commissioner of Education, not to exceed $5,00( by statute). | State Costs = sum of approved school unit's transportation program costs – local cost. Local District Cost = the lesser of (1) the product of (a) the sum of the school unit's transportation program costs, and (b) the school unit's local share percentage; or, (2) a maximum local share amount per school unit. |
| Maryland | Base grant = previous year's allocation + (lesser of 8% or the CPI for private transportation in Baltimore area for the second preceding year). Each LEA is guaranteed a minimum of 3% annual increase.

Adjustments to base grant = [(district enrollment increase over prior year's enr (total transportation aid per pupil in prior year) + ($4,800,000 for special education transportation based on a . formula allocating $500 per disabled student in need of special education transportation in excess of the total number of special education students transported in 1980-1981)] | Each district receives a base grant, adjusted for inflationary and student enrollment growth.

If LEA's transportation costs are less than total funds allocated, funds can be carried over to the next subsequent years.

**Special Education** Transportation adjustment of $500 per student in excess of 1980-81 Totals |
| Minnesota | Nonpublic school student transportation aid = [(aid for regular education transportation + non-re shared-time and late activities and during the school day, activities transportation)]

Regular student transportation = [(100% district actual cost for public and nonpublic school student transportation in the second year prior to the currently funded year) x (Total number of nonpublic school students transported in currently funded year)]

Nonregular transportation = [(100% of districts actual cost for nonregular transportation in the second year prior to the currently funded year) x | **Nonpublic School Transportation Aid Adjustment** (Shared-time and late/extended daily activities)

Regular student transportation aid formula

**Non-regular transportation aid adjustment** |

|  | (general education funding formula allowance for currently funded year) / (general education funding formula allowance for second prior year)] |  |
|---|---|---|
|  | Transportation Safety Aid = <br><br> Greater of $1.50 per WADM or $500 | **Transportation Safey Aid Adjustment.** <br> Funds placed in a reserve account and can only be used for Transportation Safety purposes. |
|  | Enrollment Options Transportation Aid = <br> $0.15 per mile, but no more than 250 miles per we | **Enrollment Options Transportation Adjustment.** <br> For enrollment options transportation aid, parents responsible for cost of transporting student to boundary of home to boundary of school attended. Students enrolled in the post-secondary enrollment options, their parents are responsible for the cost to and from the post secondary institution from the home school. State reimbursement for districts that reimburse families below the poverty level for these expenses is set at a rate: $0.15 per mile, not to exceed 250 miles per week. |
| Montana | State Reimbursement = 0.5 x approved "on-schedule" costs. <br> County level reimbursement of district responsibility = 0.5 x approved "on-schedule" costs. <br> Local District Share of Transportation Costs = Total Transportation Costs – State Share – Countywide level Share <br><br> Funded "On-schedule" Costs = <br> [0.50 x ($0.85 per bus mile) + <br> (adjustment for school buses that exceed a 45 person seating capacity) + (A negative adjustment is also received if buses are utilized less than 50% of their stated capacity.)] | The state reimbursement of district transportation operations is based upon "on-schedule" costs of transporting students to and from schools. <br><br><br><br><br><br> **Negative Seating Capacity Adjustment** <br> (50% seating space utilization requirement) |
| Nebraska | State Aid for Transportation = <br> (the lesser amount of actual district transportation | Transportation is included as part of the state's General State Aid Formula Needs. If state is not able to meet its transportation funding obligation, the state may make a deficit appropriation. |

| | | |
|---|---|---|
| | expenditures or a calculated amount based on approved miles transported excluding activities plus district reimbursement of parents transportation in lieu of district-provided transportation) | |
| | Special Education Transportation Aid = 90% approved district expenditures for students with disabilities ages 5-21 on a pro rata basis. | **Special Education Transportation Aid Adjustment** |
| | Enrollment Option Transportation funding = calculated rate per mile (minimum of 3 miles, one way only).  Note that students must be eligible for the Free Lunch Program. | **Enrollment Options Transportation Aid Adjustment** |
| Nevada | Total District Aid Per Pupil =  [((equipment acquisition costs + equipment replacement costs) / 2) + (((Salaries  for Prior Year) + (Operating Expenses for Prior Year)) / (Total District ADA))] | Basic Transportation Aid Formula includes equipment acquistion, equipment replacement, personel salaries, operating expenses, district ADA |
| | State Share of Total District Aid Per Pupil = 85% of Total District Aid Per Pupil Rate for first year in biennium, increased by same predetermined inflation rate for next two years. | **Inflationary Adjustment to Transportation Aid Formula** |
| | Local Share of Total District Aid Per Pupil = 15% of Total District Aid Per Pupil Rate | State (85%) / Local (15%) Cost Sharing Plan |
| New Hampshire | State Share of Vocational Education Tuition and Transportation = (75% on a prorated cost schedule of sending a student to a vocational education program + $0.08 per mile for roundtrip travel reimbursement to and from the receiving school) | The state funds Vocational Education Tuition and Transportation as part of a categorical.
\* In 1998-1999, a new adequacy-based formula provides a foundation level for every child in each school district.  Previously, the state used a weighted pupil funding |

| | | formula and not all districts qualified for the foundation formula based upon student and taxpayer equity standards. |
|---|---|---|
| New Jersey | Local District Share of Transportation Costs = (Total Cost of Transportation Operations) – (State Transportation Aid) | **Cost-efficiency** transportation aid. May result in negative adjustment for low-efficiency rating.<br><br>State Transportation Aid includes:<br>(1) Regular education students<br>(2) Regular nonpublic school students<br>(13) Special education students that do not have special transportation needs, and<br>(4) Special education students that require special transportation services<br>(5) Nonpublic school students that, for whatever, reason, cannot receive district provided transportation receive annual in-lieu-of payments. |
| New Mexico | State Aid = [(Average district expenditures per stu based upon prior year's operational expenditur (total number of students transported per avera district group expenditures)]<br><br>District expenditures exceeding average of group adjusted downward; district expenditures less than per group are adjusted upward<br><br>Unpaved and Poorly Maintained Road Adjustment = [(% of unpaved and unimproved roads in each district traveled on)] | State funding for transportation is based upon a combination of a statutory funding formula and a categorical, annually appropriated by the legislature. State statute provides for bus replacement (district-owned and contractor owned) based upon State Department of Education criteria. Schools are placed into similar district boundaries based on district square mileage.<br><br>**Expenditure Adjustment (Positive and/or Negative) Based on Average Expenditures**<br><br><br>**Unpaved / Poorly Maintained Road Adjustment Factor**<br><br>* A hold harmless provision within the statute stabilizes yearly impact of service changes. |
| New York | Transportation Aid = (Aid Ratio + Sparsity Factor) x (Approved Transportation Expenses) | State aid for approved contract, district operated transportation expenses, and public service for resident students to nonpublic and public schools, and aid for handicapped students (with mileage requirements) is funded. |

| | | |
|---|---|---|
| | Aid Ratio = the greater of (1) 1.263 x Operating Aid Ratio, of (2) 1.010 less (1995 Actual Valuation / 1996-1997 Resident Weighted Average Daily Attendance RWADA). Aid ratio cannot exceed 90% or be less then 5%.<br><br>RWADA = ½ Daily Kindergarten Students weighted as 0.50, Full Day K-6 Pupils weighted as 1.00, and Grades 7-12 students Pupils weighted as 1.25 | |
| North Carolina | | Basic Transportation Aid and Negative Efficiency Adjustment Factor<br>State Transportation aid is based upon an efficiency formula. The Transportation Information Management System analyzes district transportation costs annually. Districts are required to maintain a 100% annual **efficiency rating** or be penalized with a lower funding amount the subsequent year. total number of students transported, total eligible (local and state funds) operating expenditures, and total number of buses operated |
| | Based on Local Need | Summer School Adjustment and Special Education Transportation Adjustment |
| Ohio | | Categorical aid provides 50% of approved district expenditures for transportation operations based upon historical, statewide transportation expenditure trend, and is adjusted for the per pupil concentration per linear mile.<br><br>A special education allowance (amount not specified) provides resources for special travel routes and special travel means for approved special education students. |
| Oklahoma | District Share of Transportation Cost = Total Transportation Cost – State Transportation Formula Supplment<br><br>State Transportation Formula Supplement = [(Average Daily Haul ADH) x (Per Capita Transportation Allowance)] x (Transportation Factor 1.39) | Transportation Aid is the supplement to the educational foundation formula.<br><br>State Formula Includes: ADH, Per Capita Transportation Allowance, & Factor<br><br>**ADH** = Number of Eligible students transported living 1.5+ miles away from the school they are enrolled in. |

| Pennsylvania | | |
|---|---|---|
| | The State Subsidy Amount = (Lesser of the ARC or Actual costs of transport | Public and nonpublic school student transportation is subsidized by the state based upon approved allowances for mileage traveled, vehicle capacity, utilized passenger capacity, type of service provided, and excess drive hours in congested areas. |
| | (District's MV aid ratio) | **Excess Cost Reimbursement** limit's district's share to one-half mill of the district's market value. If ARC exceeds one-half mill of district's value the district receives the difference as an adjustment to the regular reimbursement. |
| | Nonpublic school and charter school Trans. = $28 eligible student | State subsidies **nonpublic** school student and transportation of students to **charter** schools outside of their district of residence at $285 per eligible student. |
| | District Share of Transportation Cost = Total Transportation Costs – Total State Aid (but not to exceed one-half mill times the districts fair market property value). | State / District Cost Sharing Plan |
| | ARC = [(((allowances for mileage traveled) + (vehicle capacity) + (utilized passenger capacity) + (type of service provided) + (excess drive hours in congested areas)) x (CPI of 3.726 for the current year))] | **Approved Reimbursable Cost Factor (ARC)** |
| | Mileage Allowance = (approved daily mileage) x (number of school days in service) x ($0.23) | **Mileage Adjustment Factor** |
| | Vehicle Allowance for Bus Capacity of 11+ Students = $540 + (Age of Bus x Approved Pupil Capacity | **Vehicle Bus Capacity (11+) Allowance** |
| | Vehicle Allowance for Bus Capacity of 10 or Fewer Students = $360 + (Age of Bus x Approved Pupil Capacity) | **Vehicle Bus Capacity (10 or fewer) Allowance** |

| | | |
|---|---|---|
| | Vehicle Allowance for Contractor Age of Bus Factor = $20 for years 1-3, $18 for years 4-6, $16 for years 7-10, and $12 for 11+ years | **Vehicle Allowance for Contractor-owned Age of Bus Factor** |
| | Vehicle Allowance for District-Owned Age of Bus Factor = $15 for years 1-10, $12 for 11+ years. | **Vehicle Allowance for District-Owned Age of Bus Factor** |
| | Utilized Passenger Capacity Allowance = [(greatest number of pupils on any run) x (approved annual mileage) x (either $0.0035 for contracted services OR $0.0030 for district-provided services)] | **Utilized Passenger Capacity Allowance** |
| | Excess Driver Hours Allowance = (approved driving hours) x ($3 per hour) | **Excess Driver Hours Allowance** |
| Texas | | State aid for district transportation services based upon average district daily cost for regular maintenance and transportation operations expenditures AND the linear density of the district. |
| | Linear Density = (Total number of students riding (approved route miles) | **Linear Density Formula** |
| | District reimbursement for Special Education Transportation Services furnished by a district = state allocation based upon prior year's cost per mile program | **Special Education Transportation Reimbursement Adjustment** |
| Virginia | | Student transportation services are included in the basis aid cost for each district. Approved transportation costs include: regular education, special education, public transit, and bus replacement costs. State Share of Costs based on locality's **Composite Index of Local Indexto** |
| | Local Share of Costs = (Total Transportation cost (State Share of Costs) | **Pay.** |
| | Varying district costs are based upon: | |

| | |
|---|---|
| (1) district land size in square miles within two categories (Small at less than 80 Sq Mi, Large at more than 80 Sq Mi).<br>(2) The Total number of Students Transported | |

### Pupil Transportation Cost Matrix for Regular Education Students and student utilizing Public Transit

| Area | Low Third | Middle Third | High Third |
|---|---|---|---|
| Small | $131.21 | $118.01 | $200.96 |
| Large | $361.87 | $275.42 | $211.80 |

### Pupil Transportation Cost Matrix for Special Education Students

| Area | Low Third | Middle Third | High Third |
|---|---|---|---|
| Small | $1,851.58 | $1,851.58 | $1,289.60 |
| Large | $4,057.63 | $2,750.72 | $2,537.14 |

| | |
|---|---|
| Disable Student Special Arrangement Transportation Funding = Prevailing Statewide Cost / $1,763.64<br><br>Bus Replacement Cost Adjustment =<br>(1/12th of prevailing number of buses per 100 students at a replacement cost of $41,147 per bus) | **Disable Student Special Arrangement Transportation Funding**<br><br>**Bus Replacement Cost Adjustment** |

| | | |
|---|---|---|
| Washington | Basic Transportation Aid Formula includes:<br>(1) Total number of students transported<br>(2) Distance from bus stop to school measured as a straight line between two points<br>(3) Minimum funding levels for districts unable to achieve cost effectiveness for bus operations for reasons beyond district control<br>(4) Handicapped student transportation bus route adjustments<br>(5) School District Small Fleet Adjustments defined as 10 or fewer buses<br>(6) Special transportation vehicle adjustments | Districts that elect to furnish transportation services are eligible for 100% cost reimbursement for approved expenditures. The formula for state-funded<br><br>transportation excludes field trips, extended days, activity runs, and extracurricular<br><br>activities transportation.<br><br>**School Bus Depreciation Adjustment.**<br>Purchase of new and replacement of old school buses based upon a depreciation |

schedule that generates an annual state payment to the local district equal to a fraction of the bus value. The depreciation schedule is designed to provide districts with enough funds to replace school buses at the end of their lifecycle.

Local District Share (receive if positive or pay if r **Positive (Negative) Adjustment for Both Foundation Formula and Bus Depreciation** = (amount allocated by state formula or the bus c **Schedule.** schedule) – (actual expenditures incurred in providing transportation or buying new buses)

| Wisconsin | | |
|---|---|---|
| | | Approved district transportation services for public and private school pupils enrolled in regular education programs including summer school programs receive categorical funding. Total aid package is equal to the total number of pupils served in the previous year. |
| | State Share of Costs = 85% of approved expenditures based upon a mileage matrix | |
| | Local District Cost = (Total Transportation Expenditures) – (Approved State Share of Costs from Categorical) | * The state's general equalization aid formula provides additional cost-sharing aid for some transportation costs not reimbursed by categorical aid. |

Regular Education Mileage Reimbursement Matrix

| Distance in Miles | Regular School Year | Summer School |
|---|---|---|
| 0<2 mi. (hazardous) | $12 | $0 |
| 2<5 | $30 | $4 |
| 5<8 | $45 | $6 |
| 8<12 | $60 | $6 |
| 12<15 | $68 | $6 |
| 15<18 | $75 | $6 |
| 18+ | $85 | $6 |

# Appendix B: Selected States' Minimum Mileage Requirements for Reimbursement

| State | Education Type Provided | Specific Requirements | Minimum/Maximum Mileage Requirements |
|---|---|---|---|
| Alabama | Regular Education | | 2.0+ |
| | Special Education | | 0.0+ |
| Arizona | Regular Education | Approved (Basic Support) Eligible Students | 0.00-0.500 |
| | | | 0.501-1.00 |
| | | | 1.01+ |
| | | Additional Funding Index for Programs: | |
| | | Academic Education, Vocational Education | |
| | | Technical Education, Athletic Trips, Field | |
| | | Trips | 0.00-1.000 |
| | | | 1.001+ |
| Georgia | Regular Education | | 1.500+ (note that students living fewer |
| | Special Education | | than 1.500 miles away from school are |
| | Educational (Choice) Programs | | eligible to use bus at district expense) |
| Illinois | Regular Education | | 1.5+ |
| | Special Education | | 0.0+ |
| | Vocational Education | During School Day only, no min. criteria. | 0.0+ |
| Indiana | Regular Education | Must reside in School Corportation enrolled. | 1.0+ |
| | Special Education | Partial reimbursement for Costs at 80% | 0.0+ |
| Kansas | All Students | Partial Reimbursement for Costs at 50% | 2.5+ |
| Kentucky | All Students | Must be enrolled in district they reside | 1.0+ |
| Massachusetts | Regular Education | | 1.5+ |
| | Reimbursement for Mass Transit | | 1.5+ |
| | Billingual Education | Incremental Funding | 1.5+ |
| | Special Education | Incremental Funding | 1.5+ |
| | Nonpublic Education | | 1.5+ |
| | Occupational education | Programs must be outside of resident district | 1.5+ |
| Michigan | Enrollment Options Education | Family Reimbursement (below poverty levevl) | Not to exceed 250 per week |

Appendix B: Selected States' Minimum Mileage Requirements for Reimbursement

| | | | |
|---|---|---|---|
| Montana | All Students | "On-Schedule" transportation program | 0.0+ (no minimum requirements) |
| | | | |
| Nebraska | Regular Education | General State Aid Formula | 0.0+ (no minimum requirements) |
| | Special Education | 90% Reimbursement | 0.0+ (no minimum requirements) |
| | Enrollment Options Education | One-Way Calculation. Free-lunch eligible | 3.0+ |
| | | | |
| New Hampshire | Regular Education | Adequacy-based | 0.0+ (no minimum requirements) |
| | Vocational Education | Partial reimbursement (75%) formula | 0.0+ (no minimum requirements) |
| | | | |
| New York | Regular Education | Students must be residents | 1.5+ |
| | Special Education | Students must be residents | 1.5+ |
| | Nonpublic Education | Students must be residents | 1.5+ |
| | | | |
| Oklahoma | All Students | Transportation formula supplements foundation | 1.5+ |
| | | | |
| Utah | Regular Education | K-6 (Elementary School Students) | 1.5+ |
| | | 7-12 (Secondary School Students) | 2.0+ |
| | Special Education | K-12 | 0.0+ (no minimum requirements) |
| | Hazardous Walking Area | K-12, funded by Transportation Tax of 0.0003 | 0.0+ (no minimum requirements) |
| | | | |
| Wisconsin | Regular Education | K-12 Regular School Session (85% cost share) | 0.0 - 18.0+ |
| | | K-12 Summer School Session (85% cost share) | 0.0 - 18.0+ |
| | | | |
| Wyoming | All Students | Adquacy-based (100% reimbursement) | 0.0+ (no minimum requirements) |

| Average Minimum Mileage Reimbursements by Education Program Type | | | |
|---|---|---|---|
| Program Type | Average Minimum Mileage | Rounded (up or down to nearest 1/2 mile) | |
| | | | |
| Regular Education | | | |
| (K-12 combined) | 1.02 | 1 | |
| (Elementary) | 0.96 | 1 | |
| (Secondary) | 1 | 1 | |
| Special Education | 0.73 | 0.5 | |
| Educational Choice / | | | |

All facts and figures adapted from: Sielke, C.C., Dayton, J., Holmes, C.T., Jefferson, A.L. (March 19, 2001). See Refernces for details.

## Appendix B: Selected States' Minimum Mileage Requirements for Reimbursement

| | | |
|---|---|---|
| Enrollment Options Programs | 1.18 | 1 |
| Vocational Education | 0.81 | 1 |
| Technical Education | 0.83 | 1 |
| Occupational Educ. | 1.08 | 1 |
| Mass Trans. Reimb. | 1.5 | 1.5 |
| Nonpublic Education | 0.75 | 1 |
| Bilingual Education | 1.08 | 1 |
| Academic / Athletic Field Trips | Difficult to determine since most states require districts to fund these programs out of General Fund Revenue. However, one state funds field trips (1.001 mile) | 1 |
| Hazardous Walking | Most States do not require any minimum mileage. | 0 |

| State | Transportation Type | Minimum/Maximum Transportation Mileage Funded | State Suport per Route Miles (if applicable) in $ | Funded Miles |
|---|---|---|---|---|
| Alabama | Regular Education Program<br>Special Education Transportation<br>Hazardous Walking Area Transportation | 2+<br>0+<br>2+ | | [(Number of Students Transported on approved Routes + $ per pupil) + Depreciation Allowance]. |
| Alaska | All Students | 0+ | | State Grant funds 90% of all Transportation Costs |
| Arizona | All Eligible Students Transported (EST) | Approved Daily Route Miles | | (Approved daily route miles + eligible number of students transported in previous year) |
| | | 0.000 -0.500 | 1.95 | |
| | | 0.501-1.00 | 1.59 | |
| | | 1.001 + | 1.95 | |
| | Additional Funding Index | 0.001 – 1.000 | | |
| | for academic education, vocational | (For K-12, K-8 Districts not in H.S. District) | 0.15 | |
| | education, technical education, & | (For K-8 Districts in a H.S. District) | 0.1 | |
| | athletic field trips | (For H.S. Districts) | 0.25 | |
| | | 1.001 + | | |
| | | (For K-12, K-8 Districts not in H.S. District) | 0.18 | |
| | | (For K-8 Districts in a H.S. District) | 0.12 | |
| | | (For H.S. Districts) | 0.3 | |
| Colorado | Vocational and special education programs; reimbursement to students who use public transportation (includes all approved expenditures) | | | Costs per mile = 37.87 cents per mile + 33.87% of costs exceeding mileage reimbursement. |
| Minnesota | Enrollment Options Students | Not more than 250 per Week | 0.15 | |
| Montana | On-Schedule Transportation Program | | 0.85 | Funded "On-schedule" Costs = 0.50 x ($0.85 per bus mile + adjustment for school buses that exceed a 45 person seating capacity + A negative adjustment is also received if buses are utilized less than 50% of their stated capacity.)<br><br>County level reimbursement of district responsibility = 0.5 x approved "on-schedule" costs. |
| New Hampshire | Vocational Education Transportation | | 0.08 | State Share of Vocational Education Tuition and Transportation =<br>(75% on a prorated cost schedule of sending a student to a vocational education program +<br>$0.08 per mile for roundtrip travel reimbursement to and from the receiving school) |
| Pennsylvania | Public and Nonpublic Student Transportation | | 0.23 | Mileage Allowance = (approved daily mileage) x (number of school days in service) x ($0.23) |
| Wisconsin | Regular Education (Public and Private) | Approved Daily Route Miles<br>0.00-1.99<br>2.00-4.99<br>5.00-7.99<br>8.00-11.99<br>12.00-14.99<br>15.00-17.99<br>18.00+ | 12 ($0 for Summer School)<br>30 ($4 for Summer School)<br>45 ($6 for Summer School)<br>60 ($6 for Summer School)<br>68 ($6 for Summer School)<br>75 ($6 for Summer School)<br>85 ($6 for Summer School) | State Share of Costs = 85% of approved expenditures based upon a mileage matrix<br><br>The state's general equalization aid formula provides additional cost-sharing aid for some transportation costs not reimbursed by categorical aid. |
| Averages (excludes outlying states of New Hampshire and Wisconsin) | Approved Daily Route Miles<br>0.00-0.500<br>0.501-1.00<br>Subtotal Average<br>1.00+<br><br><br>Subtotal Average<br>0.00-1.00<br><br><br><br><br><br>Subtotal Average<br>Total of Subtotal Averages | Approved Reimbursement per Mile<br>1.95<br>1.59<br>1.77<br>1.95<br>0.15<br>0.85<br>0.23<br>0.795<br>0.15<br>0.1<br>0.25<br>0.18<br>0.12<br>0.3<br>0.183333333<br>2.748333333 | | |
| | Average Reimbursement per Mile in $ | 0.92 | | |