

MSA

PREPARED BY:  
DATE PREPARED:  
PHONE:

Sandy Sostad  
February 22, 2011  
471-0054

**LB 145**

Revision: 00

# FISCAL NOTE

LEGISLATIVE FISCAL ANALYST ESTIMATE

ESTIMATE OF FISCAL IMPACT – STATE AGENCIES *				
	FY 2011-12		FY 2012-13	
	EXPENDITURES	REVENUE	EXPENDITURES	REVENUE
GENERAL FUNDS				
CASH FUNDS				
FEDERAL FUNDS				
OTHER FUNDS				
TOTAL FUNDS				

\*Does not include any impact on political subdivisions. See narrative for political subdivision estimates.

LB 145 requires each school district located within a city of the metropolitan, primary, first or second class to establish a school transportation safety committee for each school year. The eight member committee includes local school board, city, county and parent-teacher association representatives as designated in the bill. Each committee is to receive suggestions and concerns on transportation issues related to the district. By the end of the 2013-14 school year and each year thereafter, a committee is to submit a child access routing plan to the State Department of Education (NDE) for each school in the district.

The committee is also to hold public discussions when a new school is proposed and create a transportation plan for the new school. School boards may approve or reject plans. If a plan is rejected, then the committee must revise and resubmit the plan. A school board may not open a new school until an approved plan has been implemented.

The bill does not have a fiscal impact for NDE. It will have an unknown annual fiscal impact for school districts that are required to fund the expenses of a school transportation committee. Since the bill does not require a specific number of meetings, it is assumed the fiscal impact will vary considerably from district to district.

School districts opening new schools will have increased expenses for public discussions by the safety committee regarding transportation for the new school, facilitator expenses for such discussions, and the development of transportation plans for new schools. If a transportation plan developed by a safety committee for a new school becomes controversial, there could be additional expenses for the safety committee to revise a plan. The fiscal impact for school districts is not able to be determined.

The bill will also increase the workload of local city and county representatives or employees that are required to be members of a safety committee. It is assumed the expenses of these individuals will be reimbursed by school districts.

DEPARTMENT OF ADMINISTRATIVE SERVICES

REVIEWED BY	Matthew Eash	DATE	2/24/11	PHONE	471-2526
COMMENTS					
DEPARTMENT OF EDUCATION: School districts may incur administrative costs for holding committee meetings, developing plans and disseminating notices and other correspondence. These costs would increase general fund operating expenditures (GFOE), which would generally promote an increase in TEEOSA formula need.					

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LB 145 FISCAL NOTE

2011

State Agency OR Political Subdivision Name: NDE/School Finance & Organization Services

Prepared by: Inbody, Eret Date Prepared: 1-13-2011 Phone: 1-4320

ESTIMATE PROVIDED BY STATE AGENCY OR POLITICAL SUBDIVISION

	FY 2011-12		FY 2012-13	
	EXPENDITURES	REVENUE	EXPENDITURES	REVENUE
GENERAL FUNDS	_____	_____	_____	_____
CASH FUNDS	_____	_____	_____	_____
FEDERAL FUNDS	_____	_____	_____	_____
OTHER FUNDS	_____	_____	_____	_____
TOTAL FUNDS	0	0	0	0

Return by date specified or 72 hours prior to public hearing, whichever is earlier.

Explanation of Estimate:

By the end of the 2013/14 school year, each local school board shall establish an eight-member "School Transportation Safety Committee". One representative will be from each of the following entities: local school board, local parent teacher association, local city council, county commissioners, chief of police, county sheriff, county engineer, and city engineer.

This committee would be responsible to develop a "Child Access Routing Plan" for their district which would be submitted to NDE, Education Committee of the Legislature, and the governing boards of the city and county where the district is located. By the end of the 2013/14 school year and every year thereafter, a "Child Access Routing Plan" for that district would be submitted.

The opening of a new school cannot be authorized until a "School Transportation Safety Committee" has been formed, public input has been obtained, and a "Child Access Routing Plan" has been appropriately submitted.

MAJOR OBJECTS OF EXPENDITURES

PERSONAL SERVICES:	NUMBER OF POSITIONS		2011-12	2012-13
	11-12	12-13	EXPENDITURES	EXPENDITURES
Benefit .....	_____	_____	_____	_____
Operating .....	_____	_____	_____	_____
Travel .....	_____	_____	_____	_____
Capital outlay .....	_____	_____	_____	_____
Aid .....	_____	_____	_____	_____
Capital improvements .....	_____	_____	_____	_____
TOTAL .....	_____	_____	0	0

No fiscal impact to NDE.

Since NDE Pupil Transportation Rule 91 “Regulations Governing Driver Qualifications and Operational Procedures for Pupil Transportation Vehicles” is scheduled to be opened for review and revision later this spring, this requirement could be incorporated at that time.

There may be a fiscal impact to school districts although the amount cannot be determined at this time.