V.B.

CONNECTICUT STATE BOARD OF EDUCATION
Hartford

TO BE PROPOSED:
November 2, 2016

RESOLVED, That the State Board of Education adopts an additional bill to be added to the 2017 Legislative Proposals and directs the Commissioner to take the necessary action.

Approved by a vote of ___ this second day of November, Two Thousand Sixteen.

Signed:_________________________
Dianna R. Wentzell, Secretary
State Board of Education

Agency Legislative Proposal - 2016 Session

Document Name (e.g. OPM1015Budget.doc; OTG1015Policy.doc): 110216_SDE_TechRevision

(If submitting an electronically, please label with date, agency, and title of proposal – 092611_SDE_TechRevisions)

State Agency: Connecticut State Department of Education
Liaison: Laura J. Stefon Phone: (860) 713-6493 E-mail: laura.stefon@ct.gov
Lead agency division requesting this proposal: Bureau of Grants Management
Agency Analyst/Drafter of Proposal: Sarah Bourne (OFA Analyst); Lynn Nauss Cipriano (SDE Drafter); Kathy Demsey (SDE Manager)

Title of Proposal AAC Various Revisions and Additions to the Education Statutes
Statutory Reference CGS 10-264i(a)(4)
Proposal Summary Allows for payment of supplemental magnet transportation funds to CREC, to cover the additional costs of transporting students in the Hartford area in support of the Sheff initiative. Legislation caps the per-student reimbursement amount at $2,000 in the Sheff region. Transportation grants are not sufficient to cover the costs associated with the significant numbers of students being transported, bus runs for extra-curricular activities, reasonable ride times, and geographic challenges associated with transporting students over such an extensive region.

PROPOSAL BACKGROUND

- **Reason for Proposal**

Please consider the following, if applicable:

(1) Have there been changes in federal/state/local laws and regulations that make this legislation necessary? No

(2) Has this proposal or something similar been implemented in other states? If yes, what is the outcome(s)? N/A

(3) Have certain constituencies called for this action? N/A

(4) What would happen if this was not enacted in law this session? Without this correction, CREC will experience a significant transportation deficit.

- **Origin of Proposal** **_X_ New Proposal** **___ Resubmission**

If this is a resubmission, please share: These should be answered only if it is a resubmission

(1) What was the reason this proposal did not pass, or if applicable, was not included in the Administration's package?

(2) Have there been negotiations/discussions during or after the previous legislative session to improve this proposal?

(3) Who were the major stakeholders/advocates/legislators involved in the previous work on this legislation?

(4) What was the last action taken during the past legislative session?

PROPOSAL IMPACT

- **Agencies Affected** (please list for each affected agency)

Agency Name: Agency Contact (name, title, phone): Date Contacted: N/A Approve of Proposal ___ YES ___NO ___Talks Ongoing
Summary of Affected Agency's Comments
Will there need to be further negotiation? ___ YES ___NO

- **Fiscal Impact** (please include the proposal section that causes the fiscal impact and the anticipated impact)

Municipal (please include any municipal mandate that can be found within legislation) NONE
State The supplemental magnet transportation grant has historically been paid over two years, half in the year the deficit is incurred, and half in the subsequent year, post audit. This proposed language covers a projected deficit for FY2017 while also providing up to seventy percent of the state payment in the year the deficit is realized, with the balance to follow in the second year (FY2018). The larger payment in year one better aligns actual local expenditures and state reimbursement, limiting the burden on CREC to carry significant debt for an additional year. It further allows additional flexibility to SDE to make a higher payment in FY2017, should funds be available; in turn, this would reduce the state's FY2018 liability. We estimate the amount of FY2017 payment to be approximately $15M.
Federal NONE
Additional notes on fiscal impact

- **Policy and Programmatic Impacts** (Please specify the proposal section associated with the impact)

Subdivision (4) of subsection (a) of section 10-264i of the 2016 supplement to the general statutes, as amended by Section 86 of PA 16-3 MSS is repealed and the following is substituted in lieu thereof (*Effective from passage*):

(4) In addition to the grants otherwise provided pursuant to this section, the Commissioner of Education may provide supplemental transportation grants to regional educational service centers for the purposes of transportation to interdistrict magnet schools. Any such grant shall be provided within available appropriations and after the commissioner has reviewed and approved the total interdistrict magnet school transportation budget for a regional educational service center, including all revenue and expenditure estimates. For the fiscal years ending June 30, 2013, to June 30, [2016] 2017, inclusive, in addition to the grants otherwise provided pursuant to this section, the Commissioner of Education may provide supplemental transportation to interdistrict magnet schools that assist the state in meeting the goals of the 2008 stipulation and order for Milo Sheff, et al. v. William A. O'Neill, et al. , as extended, or the goals of the 2013 stipulation and order for Milo Sheff, et al. v. William A. O'Neill, et al. , as extended, and for transportation provided by EASTCONN to interdistrict magnet schools. Any such grant shall be provided within available appropriations and upon a comprehensive financial review, by an auditor selected by the Commissioner of Education, the costs of such review may be paid from funds that are part of the supplemental transportation grant. Any such grant shall be paid as follows: For the fiscal year ending June 30, 2013, up to fifty per cent of the grant on or before June 30, 2013, and the balance on or before September 1, 2013, upon completion of the comprehensive financial review; for the fiscal year ending June 30, 2014, up to fifty per cent of the grant on or before June 30, 2014, and the balance on or before September 1, 2014, upon completion of the comprehensive financial review; **[**and**]** for the fiscal year ending June 30, 2015, up to fifty per cent of the grant on or before June 30, 2015, and the balance on or before September 1, 2015, upon completion of the comprehensive financial review; [and] for the fiscal year ending June 30, 2016, up to fifty per cent of the grant on or before June 30, 2016, and the balance on or before September 1, 2016, upon completion of the comprehensive financial review; and for the fiscal year ending June 30, 2017, up to seventy per cent of the grant on or before June 30, 2017, and the balance on or before MAY 30, 2018, upon completion of the comprehensive financial review.