SAMPLE RESOLUTION

IN SUPPORT OF SB 191 (BLOCK);

Home-to-School Transportation Equity

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| WHEREAS, | The \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ School District provides essential home-to-school transportation service to over \_\_\_\_\_\_ students; and, |
| WHEREAS, | The \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ School District have been contributing ever larger amounts from its general fund to support school transportation service as the state has reduced its support of this program; and, |
| WHEREAS, | Special education transportation support is mandated as a related service under Federal Law for students based on their Individualized Education Program, and this is a growing cost for the School District; and, |
| WHEREAS, | The \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ School District significantly has reduced its regular education transportation services to remain as close as possible to the revenue they have received; and, |
| WHEREAS, | School transportation revenue has been capped in California since the 1982-83 school year, not allowing for demographic changes or cost increases; and, |
| WHEREAS, | The \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ School District has grown by \_\_\_\_ students since the 1982-83 school and has received no additional transportation funding to transport these additional students |
| WHEREAS,WHEREAS, | California ranks at the very bottom of the 50 states in the percentage of pupils who are provided home-to-school transportation; and,Approximately 700,000 students are transported by bus each year in California. Funding levels for school transportation in California have remained stagnant for over 30 years. School transportation funding allocations have never included funding for enrollment growth – resulting in a growing funding disparity for school districts that have experienced enrollment growth. |
| WHEREAS, | School districts throughout California, due to their rural setting and/or geographic size, must bus larger numbers of students longer distances – creating an additional, disproportionate cost burden on many districts. |
| WHEREAS, | Home-to-School Transportation funding remains outside of the Local Control Funding Formula (LCFF). Districts that received transportation funding in 2012-13 continue to receive the same amount they received that year, as a separate add-on to their LCFF funding. The transportation funds must be used for transportation and no cost of living adjustment is provided. |
| WHEREAS, | The California Legislative Analyst Office 2014 report on Home to School Transportation showed that the average statewide reimbursement rate is 35% of approved costs, that districts spent over $1.4 billion transporting students and receive less than $492 million in state funding, and districts must use their local discretionary funds to fill this deficit. |
| WHEREAS,WHEREAS, | The underfunding of home-to-school transportation has led to service reductions to the detriment of the safety and educational opportunities of pupils; and,               Senator Block has authored SB 191 that addresses the inequities in school transportation funding and brings severely underfunded districts up to a 50 percent reimbursement rate implemented over a period of years, from 2015-16 through 2021-22, with full implementation coinciding with full implementation of LCFF. |

NOW THEREFORE BE IT RESOLVED, that the Board Of Trustees of the \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ School District declares its support of SB 191 and encourages the legislature to pass this bill and the Governor to sign this bill into law.

Resolved this \_\_\_\_\_\_ day of \_\_\_\_\_\_\_\_ 2015 by the following vote:

Ayes:

Nays:

Abstentions:

Absent:

I certify that the foregoing to be a full, true and correct resolution duly adopted by the Board of Trustees of the \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ School District.

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President, Board of Trustees