Stephen Rhoads
08-11-3

School Transportation

Coalition

1130 K Street, Suite 250
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December 5, 2008

RE: Agenda Item 08-11-3 School Bus Regulations

To Chair Mary D. Nichols:

We have four recommendations:

- **The first priority of ARB and the regulations should be on replacing the oldest school buses in the state** and should not be on adding traps or retrofits to the newest school buses. Unfortunately, because of your proposal, 1,769 school buses without particulate controls will not be replaced until 2018.

- **The implementation of your regulations should be contingent on available funding**. Under Article XIII B, section 6, of the California Constitution and Government Code section 17514, your regulations impose a reimbursable state-mandated program on school districts. As will be explained below, the mandate for public school bus retrofit will conservatively cost the state $50 million. The mandate for school bus replacement will cost the state $450 million. Imposing these expenditures on the state without an appropriation is unwise, especially when the state is facing its worse fiscal crisis. **The total state cost easily exceeds $500 million.**

- **ARB and the education community should be working together to obtain additional funding for school transportation and transit**. It is in the best interest of air quality and student safety for the state to have a vibrant and up to date school transportation system. Instead, we have a system that is last in the nation and is slowly dying. School districts representing the more affluent communities of the state are actually eliminating their school transportation system. Your regulations are actually a step backwards. Because of the interaction of the mandate and the 2018 date, you are requiring that over 130,000 students, most of whom are the poorest children in the state, will be destined to ride the oldest and most polluting school buses in the nation for the next ten years.

- **The school bus regulations should be delayed until the following questions can be answered to the satisfaction of the board:**
  - Are the regulations state reimbursable mandates on school districts?
  - Is the state cost, or for that matter, the school district cost, over $500 million?
  - Do the traps increase the air quality pollution inside the school bus? Has this been studied?
  - Who are the children that will be riding in the pre-1987 school buses? What school districts are they from? What is the ethnic breakdown of these students? How many of the students are eligible for free and reduced lunch? Are there any environmental justice issues associated with these regulations?
  - Does it make economic sense to require an active retrofit on a bus that is over 20 years old? Will the total cost of the retrofit cost more than the school bus?
  - Has ARB done a total life cycle cost for the active and passive retrofits? Does the retrofit increase the fuel use of the bus? How much is the increase? What is the global warming impact?

The following section will describe in more detail 1) the current fiscal crisis for the state, education and school transportation, 2) the mandated cost, and 3) the cost estimates.

The Current Fiscal Crisis

The failure of the recent November Special Session last week was extremely disappointing. It will mean 1) less revenue from any tax proposal because at least another month or two will be lost in 2008-09, 2) school districts would have less time to make mid-year reductions, 3) an increase in the uncertainty, 4) a greater probability that there will be no additional tax revenues, and 5) an consequently, a greater probability of increased mid-year reductions for education.

In placing additional fiscal requirements on the state and on school districts, ARB needs to be aware that is the worst fiscal crisis for the state and for education in modern times. The following gloomy details show how bad the situation is:

- The LAO says that it will take until 2013-14 (a full five years) before our state revenues rebound to the levels in 2007-08. The LAO adds that the downside risk is considerable.

- The LAO states that it will take until 2012-13 (a full four years) before the education funding levels for our schools will be restored to the current levels.

- The LAO states that our schools will be cut in 2009-10 by $3.8 billion or 6.4% from this year's level. The LAO notes that schools will not receive the statutory COLA of $3.6 billion. The total cut according to the LAO for our schools in 2009-10 will be $7.4 billion or 12.7%.

- Both the Governor and the legislature are proposing mid-year cuts in education of $2.5 billion for the remainder of 2008-09. Those cuts will increase to a possible $4.4 billion if there are no new revenues. This is on top of the statutory COLA of $ 2.8 billion, which has already been cut. Our schools may be cut by $7.2 billion this year.

The consequence of the above is that it will take education and the state years just to return to current year funding levels. For example, according to the LAO, our schools will return to current year levels in 2012-13. Under your regulations, you will require the school districts to pay for 75% of the retrofits or $40 million by 2012-13.

Do not underestimate the magnitude of the current crisis. The state and our schools will be fighting for their survival. This is not the time to place additional costs and requirements on school districts. Last year at this time, we were told that school buses would not be part of this rule making. The rule making for school buses should be placed on hold until the economy and the finances of the state and our schools have had time to rebound.

Attachment A is a recent newspaper article that illustrates the cuts that school districts are making in transportation and other programs due to the current state fiscal problems. Unfortunately, school districts will need to make deeper cuts. The Air Resources Board's proposed regulations will cause additional reductions and may force school districts to eliminate school transportation programs. This article is indicative of what is happening throughout the state. When programs are eliminated or reduced, it has a double impact of worsening air quality and reducing the safety of our schoolchildren because of the increased congestion caused by more cars and the longer walking distances.

Attachment B and C contain additional information about the school transportation crisis.

As bad as the cuts to school transportation and education have been and they will increase, the state's main focus needs to be on the California economy and the fiscal condition of the state. This is not the time to put the state at risk for $500 million. Make the regulations contingent on available funds or postpone the rulemaking.

Mandates

Section 6 of Article 13B of the California Constitution is very clear that "Whenever the Legislature or any state agency mandates a new program or a higher level of service on any local government, the state shall provide a subvention of funds to reimburse that local government for the cost of the program or the increased level of service".

The Commission on State Mandates processes the mandated claims. Not only will school districts be able to recover the costs of the traps or retrofits, but they will be able to recover all the costs associated with the mandates such as the costs of installation, disposal, electricity for cleaning, engine repair, and other such costs related to the trap.

The school district will also be able to recover the full cost of the replacement school bus. By the year 2018, all pre 1987 and pre 1993 (two-stroke) school buses must be replaced. This is a reimbursable mandate. School districts will be able to recover the full cost of the new school bus. Your regulations will have the perverse incentive of cause school district to keep the old school buses in operation until 2018 so that they will be able to recover the cost of the new school bus. Your regulation will cause school districts to run all of the 1,769 pre-1987 school buses until 2018. There will be no incentive to replace or retire these old school buses.

Cost Estimation

We believe there are at least three flaws in the staff's school bus methodology. The first flaw is that future costs are converted to the "cost value of money in 2008 dollars". In that calculation, the staff assumes that the cost of the retrofits and cost of school buses are static and do not change over time. That is simply not the case. In fact, we know that the cost increases for school buses will be greater than the cost increase of money. Their methodology greatly underestimates the costs. A far simpler method would be to just express everything in today's dollars. That will still underestimate the costs, but it will provide a much more reasonable estimate than the staff's methodology.

The second flaw is the assumption that a new school bus will cost $140,000. That cost is completely unreasonable. The cost of a new CNG school bus is $185,000. The cost of a diesel bus with air is around $165,000. The cost of a hybrid electric is $225,000. The cost of a zero emission electric bus should be in the approximately $300,000. If 50% of the new school buses are diesel, and if 35% are CNG, and if 10% are hybrid electric and if 5% are zero emission electric, then the average cost for a new school bus is $185,000. In addition, the staff also assumes that the average cost of the passive trap is $11,000 and the cost of an active trap is $15,000. We also believe these estimates are too low.

The third, and most important, flaw is the impact of the reimbursable mandate cause by the regulations. For example, the staff assumes that all the pre-1987 school buses (1,769 school buses) will automatically be replaced by the school districts when they are 30 years of age. That is a naïve assumption. To begin with, that will only happen if the school districts have available funds. We do not see that happening. Because of the reimbursable mandate caused by your regulation, school districts will keep those school buses running until 2018. Instead of a cost of zero, the state mandated cost for those school buses will be $315 million.

In calculating the replacement cost of the 688 (two stroke) pre-1993 school buses, staff prorated the cost based on the remaining life of the school bus. Again, it was assumed that school buses would be retired when they were 30 years of age. Staff determined that the cost of those 688 school buses were $8.8 million, which is an average cost of less than $13,000 per school bus. That is not how the reimbursable mandate claim process will work. School districts will be reimbursed by the state for the full cost of the school bus because that is how much the regulation is going to cost the school district. The state cost for these 688 school buses will be $127 million. The total state cost for the replacement of all the pre-1993 (two stroke) school buses, including the pre-1987 school buses, will be $455 million.

The proposed regulations mandate that the 74 pre-1977 school buses must be retired by 2012. The Prop 1B funds do provide $140,000 per replacement school bus. The actual cost will be greater. Because the retirement is mandated by the regulation, the excess cost or even the total cost is a state reimbursable mandate. This provision could cost the state up to $12.5 million.

The actual state cost of the retrofits for the 1,730 public school buses is greater than the staff estimate of $18 million (average cost of $10,400). Assuming that the cost of the retrofits will increase at the same rate as the cost of money shows the cost to be $22 million. However, school districts will be reimbursed for the full cost of the trap over the life of the school bus.

Table 1 shows the additional cost for a passive trap. The total state cost for the traps or retrofits will conservatively range from $44 million to $66 million.

Table 1 **Actual 2008 Invoice Cost** **Horizon Passive Retrofit** **(26 traps)**	
Item	**Per Retrofit or Trap Cost**
1. Parts Price	$11,500
2. Installation	$2,000
3. Shipping	$50
4. Two Cleaning Machines	$1,077
5. Electrical Infrastructure	$555
6. Two Spare Cores	$390
7. Tax on Parts	$979
Total Invoice Cost per Trap	**$16,551**
Additional Reimbursable Costs	
8. Cost of Electricity due to cleaning	?
9. Cost of Cleaning (including labor)	?
10. Cost of Removing Traps (including labor)	?
11. Cost of Waste Disposal	?
12. Cost of Engine Repair due to the Trap	?
13. Cost of Bus being out of Service	?
14. Cost of Additional Fuel due to the Trap	?
Items 1-7 are one-time costs. However, if the items need to be replaced, then the cost is reimbursable.	
Items 8-14 are operational costs. Many are daily cost items. These costs are reimbursable. The state will have to pay for these costs each year the trap is in operation!	
The total reimbursable cost will easily exceed twice or three times the $11,500 cost of the trap. The conservative, very conservative, range will be between $23,000 and $44,500 over the life of the school bus. ARB staff assumed an average cost of only $11,000 for a passive retrofit or trap.	
The state will pay for the total cost because it is a state reimbursable mandate. It will not be a one-time cost. Some of the costs will be ongoing	

The following are comments from the School Transportation members on the cost of the school buses and the cost of the traps:

1. The electrical power to burn the soot off active devices cost $5000 per year - California Association of School Transportation Officials

2. My diesel school buses are running $165K and the cost for a CNG is $185K - Shasta Union High School District

   The following comments are from Mid-Placer Public School Transportation:

3. We have 41 Vehicles that must be considered. 2010 Compliance cost $434,000, 2011 Compliance cost $506,000, 2012 Compliance cost $1,082,000, and 2013 Compliance cost $1,845,000

4. An option for the 2013 Compliance plan is to retrofit the buses with an active DPF. While less expensive initially, than replacing the bus, it will require regeneration stations be installed to plug the busses in every other day (based on the experience at West County and Elk Grove).

5. I am concerned about a bus with an active trap that starts a trip and has the trap develop a need for servicing before the bus returns.

6. Cost of traps $18,000 for a hybrid active/passive system

7. Infrastructure-De-ashing station $13,000, electrical $20,000 ($44,000 for 5 years) or contract for De-ashing 5 years for 15 buses at $37,500

   The following comments are from A-Z Bus Company:

8. Type D School Bus costs $128,000 and $140,000 with air, and an additional $40,000 for CNG.

9. Increase in school bus price for the last five year was between 4-6% annually

   The following comments are from King Canyon Unified:

10. Just replaced 4 Pre1977 school buses, average cost of $173,000 (diesel).

11. Invoice for CNG bus $222,500, invoice for hybrid electric $227,700.

12. Shop labor $55 per hour. My shop believes it will take 2 hours to clean or change DPF device plus down time for the school bus while we cook off the device.

13. Replacing turbos at $3,000 each. We lost two last year with level 1 devices.

14. We see oil leaks because of increased engine pressure.

15. To stop some of these leaks required replacement of gaskets requiring in-frame overhauls costing $10,000 to $15,000 for parts and labor.

16. On some of the older buses due for replacement we just steamed them off, add more oil and keep them rolling in hope they will run one or more years until the replacement will come. We have to insure that no visible accumulation of oil or grease is present or we can be in violation of Title 13 with the CHP.

The following comments are from Orange Unified School District:

17. The electrical up-grades cost $2,230.

18. The trap cleaning machine cost $8,000 plus shipping cost of $610.

19. In 2003, we received a grant from SQAQMD for 31 traps. Each trap was $6,500.

20. It takes ½ hour to remove and ½ hour to put back each trap. Each time a trap is removed, a new gasket has to be replaced. The cost of the new gasket is $160.

The following comments are from San Diego Unified:

21. The Cost of the electrical infrastructure is approximately $2,000 for the first outlet and $1,000 for each additional.

22. The actual cost of electricity for cleaning is not known. However, each active unit requires approximately 375 hours of regeneration annually with an electrical requirement of 2800 watts of 208 volts 60 HZ.

23. Positive units $12,000 each for parts and labor. Active units cost $16,500 each for parts and labor.

24. Costs:
    a. Removal and cleaning labor = $180.00
    b. Routine inspection and maintenance = $60.00
    c. Parts, supplies and materials = $80.00
    d. Total annual Maintenance Cost = $320.00

25. Cost of disposal of the waste/pollution from the traps is $10 per unit per year.

26. No significant change in fuel usage. Low sulfur diesel fuel is now required and standard for all states since 2007. The cost of low sulfur diesel fuel is approximately 4 cents per gallon higher.

27. There have been no significant increases in engine repair resulting from additional back pressure. However, trap cleaning and trap replacement is expected to increase as the engines reach higher miles.

28. The annual cost for a bus being out of service for particulate filter maintenance is $200.00 per unit.

The following comments are from Southwest Transportation Agency:

29. The Southwest Transportation Agency has expended 550k + of tax payers' dollars retrofitting 33 buses. In the final analysis this project has been simply a disaster. The initial and on-costs are impossible to quantify and/or justify and if the truth be told the air quality in and around the buses is worse that before the project. The unfortunate reality is the ARB does not care, please do not confuse us with the facts.

30. The Agency concurs with the other comments offered by other school districts and has experienced, for the most part, the same or similar issues.

Because of the magnitude of the potential state cost, we would recommend caution before these regulations are adopted. Our priority would be to make the regulations contingent on available funds so that we could work jointly together to obtain the necessary funds. Even if your regulations do not result in a state reimbursable mandate, although we are positive this is the case, the estimated cost of over $500 million is then the out-of-pocket cost that school districts will have to pay if your regulations are adopted. Our schools simply do not have the funds and will not have the funds in the near future.

We are deeply concerned about the condition of the state and the condition of education. The economy of the nation and of the state has changed greatly since your process started. California is in a deep fiscal crisis that will take many years to resolve. Everything possible should be put on hold until we can turn California around. Things are unfortunately going to get worse before they will get better.

Sincerely yours,

Stephen Rhoads

Stephen Rhoads

Attachment A

The following article illustrates the cuts that school districts are making in transportation and other programs due to the current state fiscal problems. Unfortunately, school districts will need to make deeper cuts. The Air Resources Board's proposed regulations will cause additional reductions and may force school districts to eliminate school transportation programs. This article is indicative of what is happening throughout the state. When programs are eliminated or reduced, it has a double impact of worsening air quality and reducing the safety of our school children because of the increased congestion caused by more cars.

Fewer routes mean more cars on roads, out-of-kilter schedules

By Chris Moran
UNION-TRIBUNE STAFF WRITER

November 26, 2008

School buses in San Diego County are going the way of chalkboards and typewriters.

A decade ago, 1,148 regular education buses traveled 19 million miles to and from local public schools. Last year, 688 buses logged fewer than 10 million miles.

JOHN GIBBINS / Union-Tribune
School bus service has been dramatically reduced at places such as Sullivan Middle School in Bonsall.

It got worse this spring when analysts looking to trim millions of dollars because of the state budget crisis studied their transportation departments. What they saw were fleets of 74-seat buses that guzzle gas and cost more than $100,000 to replace.

Said Bob Rowe, principal of King Middle School in Oceanside: "Do you want to raise class sizes or cut bus routes?"

The cuts have left California last in the nation in the percentage of students transported to school at public expense, according to the National School Transportation Association. About 14 percent of the state's 6.3 million public school students take the bus, compared with 55 percent nationally.

Cuts in school bus programs

Last spring, several local school boards cut some or all of its busing for regular education students as they slashed millions of dollars in spending. Below are some of the districts where cuts were made this year.

School district	Number of riders 2007-08	2008-09	Change
San Marcos Unified	2,638	0	-100.0%
Bonsall Union	586	115	-80.4%
Escondido Union High	100	45	-55.0%
Oceanside Unified	4,000	2,600	-35.0%
Poway Unified	5,627	3,832	-31.9%

SOURCE: School districts

AARON STECKELBERG / Union-Tribune

In San Diego County, less than 11 percent of students took a bus to school last year.

The fallout at some campuses borders on chaotic. More parents are driving their children to school, further jamming clogged neighborhood streets, forcing teachers and others to serve as traffic cops and raising concerns about increasing pollution.

The National School Transportation Association estimates that every canceled bus route puts 36 cars on the road each morning.

"You can't fit everyone from one bus into one car," said Cayleb Thomas, 10, a fifth-grader who lost his bus ride to Bonsall Elementary School this year.

The morning traffic makes drop-off difficult and steals a few minutes during which he could have played with friends before class, he said. It's also tougher to do homework riding to school in his mom's Cadillac SRX with six other children in his car pool.

"They're noisy and some of them are sisters and brothers, and they always fight and stuff," Cayleb said.

Elsewhere in the county, the Poway Unified School District this year cut routes serving 1,800 students. The San Marcos Unified School District eliminated all of its bus routes – except for those for special-education students – ending transportation for more than 2,600 children.

The Oceanside Unified School District hasn't bused high-schoolers for five years, and this year it eliminated busing for 1,400 middle school students.

In the North County community of Bonsall, the school board last spring slashed its bus program from eight routes to two in a district that covers 88 square miles of rural terrain – an area larger than Oceanside and Escondido combined.

"It's insanity," said Lisa Suarez, whose two boys were among the 471 students who lost their rides because of the decision.

Twice a week, Suarez makes two car-pool runs from her Lake Rancho Viejo home east of Interstate 15. First, she takes her 10-year-old and three of his buddies to Bonsall Elementary School, which is seven miles from her house. Then she returns to pick up her 12-year-old and three other students, who pile into her Ford F-150 for a ride to Sullivan Middle School, which is four miles away. In the afternoon, the journeys are repeated.

That's two hours of driving and waiting and 44 miles on the odometer.

But there aren't many options. Jasmine Smith, who drives in a six-student car pool from her Fallbrook neighborhood to Bonsall Elementary School, said a bus ride is a privilege, not a right.

"I'm a stay-at-home mom. I'm happy to drive the kids if that means the cuts were not made in the classroom," Smith said.

Some parents have had enough. In Scripps Ranch, they essentially hired their own transportation service after the San Diego Unified School District opened Marshall Middle School last year with no busing. There was only one way to get to the new school – along a congested road – so parents agreed to pay $550 each to cover the district's contract with a private bus company to take their children to school.

Janet Whiddon, principal of Sullivan Middle School in Bonsall, said walking isn't an option for students at her school. The campus has a horse ranch, an avocado grove and a plant nursery as neighbors. There are no sidewalks on winding West Lilac Road leading to school.

"I almost feel like I have to stop and pick up some (students) myself," Whiddon said.

Whiddon recently sent a letter to parents in Lake Rancho Viejo asking for volunteers to take three neighborhood children to school. The family was considering home schooling if it could not find a consistent ride.

In 26 states, school busing is mandatory for all students who live farther than walking distance from school. In California, providing transportation is mandated only for special-education students.

There are still plenty of buses in some parts of the county. San Diego Unified buses 22,000 students a day to integrate its schools through magnet and other voluntary programs. The buses generally pick up students in neighborhoods south of Interstate 8 and bring them north, and in many neighborhoods, several buses can be seen picking up children in the morning.

In Orange County, Capistrano Unified School District officials figure they caused 2,500 additional car trips each afternoon when they cut bus service in June to 5,000 students.

The Mission Viejo and Rancho Santa Margarita city councils are seeking a court order to restore the routes on environmental grounds. The school district must prepare a report on the pollution and traffic generated by its decision, the cities argue.

But Rowe sees an upside to the demise of busing: His after-school programs are thriving because so many students stay on campus until their parents can pick them up after work. Rowe said the

children are better off in organized activities and getting tutoring than spending their afternoons in unsupervised homes.

More cuts are on the way. With the state facing a deficit of $27.8 billion over the next 20 months, districts are again looking at their transportation programs for further trimming.

Educators in remote districts such as Julian and Mountain Empire say busing cuts are a non-starter because families live so far from schools.

But that's what Bonsall's leaders once believed.

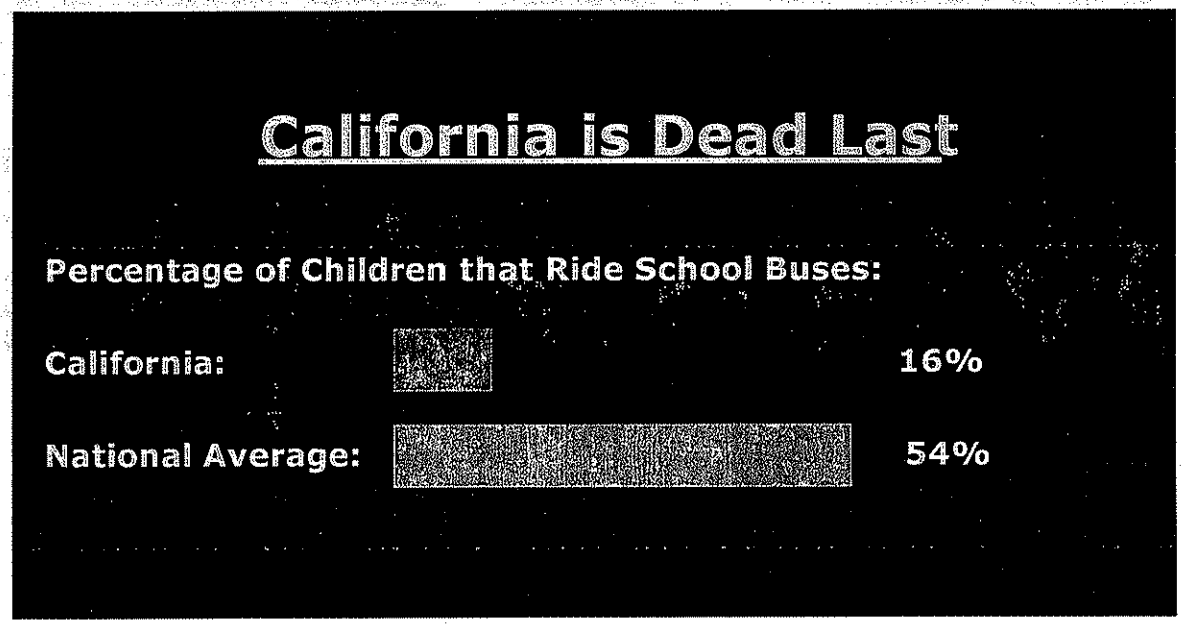
▪Chris Moran: (619) 498-6637; **chris.moran@uniontrib.com**

Attachment B

"State Auditor Report" and Other Studies

School Transportation Facts

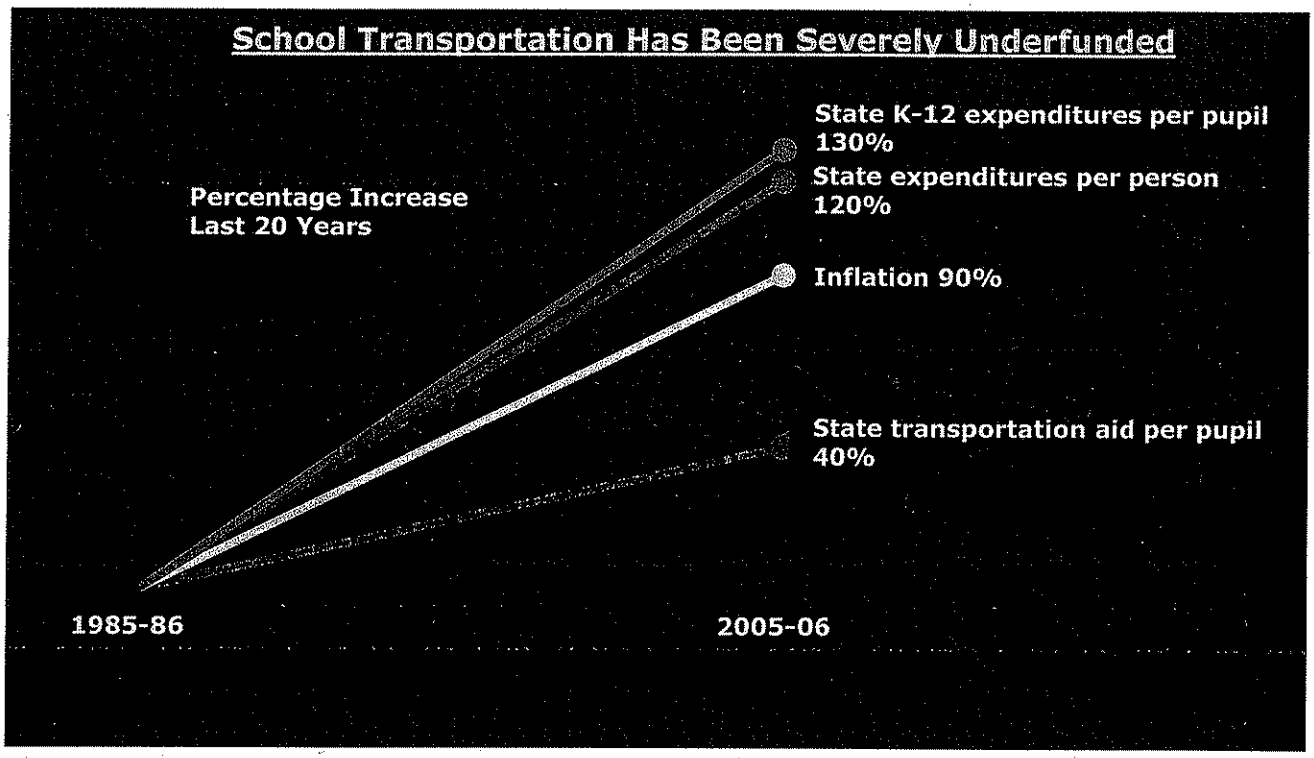
- California is dead last in the percentage of children that ride school buses – 16%. The national average is 54%. In 1985, 23% of our children rode school buses. In 20 years, we have had 40% decline in the percentage of children that ride school buses.



- Our National Ranking is a Disgrace. Every other state has a greater percentage of children that ride school buses. School buses are the safest form of transportation for all children – safer than walking, cars or transit buses. All new school buses will have seat belts.

- Using school buses means less congestion, improved air quality, and less dependency on foreign oil. This is especially true with alternative fueled buses.

- School transportation has been severely underfunded. In the last 20 years, transportation aid has grown by 40%, inflation by 90%, and K-12 expenditures per pupil by 130%.



- **The state pays less than 50% of the cost of transportation**.
- The state pays 0% for any increase in transportation service or cost due to 1) increase in the cost of fuel, 2) school bus replacement, 3) increase in the number of students served, or 4) providing transportation services for those students who are at risk of failing or not passing the exit exam and who are taking supplemental instructional services after school or in the summer months.
- **The current formula is extremely inequitable**.
- Disproportionately high percentages of students in rural and urban California live in low-wealth communities.

- Inadequate funding and poverty is a major problem for districts that want to offer quality remediation and summer school programs for students in need.

- Unfortunately, a large number of eligible needy students cannot attend after school programs because of lack of transportation.

- School transportation is both a rural and urban school district problem. Attachment C contains a list of just a few school districts that are underfunded and are having to take funds from their classrooms in order to fund school transportation.

- Rural counties must bus more students for longer distances. The following are a few examples: Kern County (32% of their students) Nevada (49%), Inyo (54%), Trinity (57%), Mariposa (74%), and Amador (77%).

- It is an unequal burden especially for rural counties. In Kern County, schools in 2005 spent $34 million for transportation but only received $14 million from the state. The deficit was $124 per student. The state only funds 41% of the cost of transportation. The deficit in Kern was $154 per child. These districts must transport 50% of their children.

- Because of the new seat belt requirement, districts will have to buy 3 new buses in order to replace 2 old buses.

- Fuel and labor cost will increase by 33%.

- Total cost may increase by as much as 50%!

- As far back as 1988, the LAO recommended that the formula needed revision because:

  - It resulted in an <u>inequitable</u> distribution of state aid.

  - It does not relate reimbursement to actual cost.

  - It does not provide an incentive for schools to be efficient and use economies of scale.

- There is no mechanism for new LEAs or LEAs that want to start up a transportation program to receive reimbursements.

- This year the State Auditor conducted a major evaluation of the school transportation system. The following are their key findings:

1. Funding Inequities – The current system prevents some school districts from receiving funds.

2. Funding Inequities – The increases are not consistent with population growth

3. Urban school districts receive lower state aid per student for regular home-to-school transportation than rural school districts ($559 versus $609). Urban districts incur higher overall cost ($1,387 versus $907)

4. Rural school districts incur higher cost to transport a special education child ($5,315 versus $4,728)

5. The funding formula should be modified to be more equitable.

- The State Auditor made the following two recommendations for the California Department of Education:

  - Allow funding for all school districts that provide transportation services!

  - Ensure that the funding is flexible to account for changes that affect transportation programs such as increases in enrollment!

- The State PTA supports increased transportation funding (April 2005):

- One of the purposes of the PTA is to "secure adequate laws for the care and protection of children and youth".

- A new pupil transportation funding formula needs to be developed and implemented that will provide equitable transportation funding throughout California.

- The California State PTA has been advocating for seat belts in school buses since the 1980s, yet most school districts are not prepared to handle this added fee for safety without state funding.

- The Coalition for Clean Air, the Union for Concerned Scientists, and the American Lung Association all agree that:

- California needs a major increase in funding to upgrade its aging bus fleet in order to protect the health and safety of its school children

- California schools should not have to choose between books and buses.

Attachment C
Sample of School Districts
Regular Home-to-School Transportation

District	County	2005-06 Approved Cost	2005-06 % Approved Cost
West Contra Costa Unified	Contra Costa	$3,742,274	11.5%
San Ramon Valley Unified		$1,492,129	3.2%
Calexico Unified	Imperial	$732,377	26.0%
Central Union High		$837,688	19.6%
Baldwin Park Unified	Los Angeles	$1,296,375	8.4%
Bellflower Unified		$1,975,083	10.0%
Burbank Unified		$250,834	0.0%
Covina Valley Unified		$846,803	34.4%
El Rancho Unified		$1,167,237	12.9%
Glendale Unified		$706,530	10.7%
Inglewood Unified		$800,107	1.8%
Los Angeles Unified		$76,836,276	53.0%
Montebello Unified		$3,917,216	28.1%
Montebello Unified		$3,917,216	28.1%
Norwalk-La Mirada Unified		$1,875,391	35.0%
Palmdale Elementary		$2,020,658	3.2%
Pomona Unified		$1,604,626	33.1%
South Pasadena Unified		$135,223	28.6%
Atwater Elementary	Merced	$675,342	34.4%
Merced Union High		$1,697,476	34.8%
Salinas Union High	Monterey	$1,757,258	26.0%
Anaheim Elementary	Orange	$4,113,004	16.3%
Anaheim Union High		$2,963,342	1.1%
Capistrano Unified		$5,440,328	14.2%
Fullerton Jt. Union High		$1,189,749	17.3%
Garden Grove Unified		$7,012,027	34.0%
Placentia-Yorba Linda		$1,537,932	22.4%
Santa Ana Unified		$4,467,419	22.9%
Tustin Unified		$2,999,760	13.3%
Eureka Union	Placer	$1,205,972	38.2%
Roseville City Elementary		$993,711	13.7%
Roseville Jt. Union High		$1,203,225	20.6%
Rocklin Unified		$2,057,161	11.9%
Corona-Norco Unified	Riverside	$4,361,674	25.2%
Moreno Valley Unified		$5,269,197	11.4%
Perris Union High		$1,424,787	38.2%
Riverside Unified		$5,269,197	11.4%
Murrieta Valley Unified		$1,725,190	5.6%
Elk Grove Unified	Sacramento	$6,118,294	27.4%
Sacramento City Unified		$3,738,386	37.1%
San Juan Unified		$8,946,188	31.9%
Chaffey Joint Union High	San Bernardino	$1,875,340	24.3%
Chino Valley Unified		$2,433,271	24.7%

District	County	2005-06 Approved Cost	2005-06 % Approved Cost
Redlands Unified		$3,308,969	29.5%
Rialto Unified		$2,554,445	26.0%
San Bernardino City Unified		$8,109,902	10.1%
Victor Elementary		$1,549,923	15.4%
Chula Vista Elementary	San Diego	$3,583,536	14.6%
Fallbrook Union Elem		$1,875,231	32.6%
Grossmont Union High		$2,799,447	24.0%
Poway Unified		$5,171,316	27.9%
San Diego Unified		$6,480,070	42.0%
Santee Elementary		$835,443	30.4%
San Jose Unified	Santa Clara	$5,453,730	30.8%
Fairfield-Suisun Unified	Solano	$2,074,211	26.4%
Travis Unified		$934,452	23.5%
Ceres Unified	Stanislaus	$1,263,866	39.4%
Oakdale Joint Unified		$1,472,280	30.4%
Turlock Unified		$1,914,982	25.7%
Washington Unified	Yolo	$1,914,982	25.7%