



STATE BUDGET FACT SHEET:

Impact of mid-year cuts on school transportation and some statistics on the big, yellow school bus

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In January 2012, California could become the first state in the nation to completely eliminate funding for school transportation

If state revenue projections fall short of the \$4 billion in additional income lawmakers anticipated when they approved the 2011-12 budget, cuts will be triggered based on how much of the additional revenue the state has received. Under one scenario, school transportation funding would be zeroed out for the remainder of the school year, making California the first state¹ in the nation to completely eliminate funding for school buses. If the trigger cuts are fully implemented, schools would stand to lose up to \$248 million in home-to-school transportation funding from the state. Unfortunately, school districts with more economically disadvantaged children will get cut more.

SCHOOL DISTRICTS WITH MORE DISADVANTAGED CHILDREN GET CUT THE MOST			
% of district students eligible for the federal Free and Reduced Lunch program	Average %	Percent of total statewide student population	Trigger cut per ADA*
75% to 100%	81%	29%	\$49
50% to 74%	63%	34%	\$44
25% to 49%	39%	24%	\$42
0% to 24%	15%	14%	\$23
<p>If a child lives in a school district where more than 75 percent of the students qualify for the federal Free and Reduced School Lunch program, his/her school district will be cut twice as much as a child who attends a school district where less than 24 percent of the students qualify for the program. <i>Source: Stephen Rhoads, Strategic Education Services</i></p>			

(Next page: More reasons why cutting school transportation is a bad idea)

¹ National Association of State Directors of Pupil Transportation Services: <http://www.usatoday.com/news/education/story/2011-11-03/washington-state-school-bus/51065056/1>

THE SAFEST RIDE TO SCHOOL IS IN THE BIG, YELLOW SCHOOL BUS

- Every day, California's extraordinary school bus drivers give approximately one million K-12 students **the safest ride to school**. According to a National Safety Council study in 1996, yellow school buses are 172 times safer than the family automobile. About half of children struck by cars near schools are hit by drivers taking their own children to school, according to the Safe Routes to School National Partnership.
- The plan to terminate school buses is **dangerous for our kids**. This proposal to slash school transportation would put our children out on the streets to fend for themselves, making them targets for criminals or child predators. It would force thousands of kids to walk through unsafe neighborhoods and hike alongside rural roads where there are no sidewalks or traffic signals.
- Taking school buses out of our communities would force moms and dads to figure out how to get their kids to school. This "no ride to school" plan would **put more pressure on families**, who are already struggling to keep their jobs and their homes.
- Taking school bus rides away from California's kids will **set back civil rights** and educational opportunity for our youth. Getting kids to school opens the door to their future. Numerous studies show that cuts in school bus service force more low-income families to keep their children home from school and ultimately **result in more school dropouts**. The trigger cut would disproportionately affect low-income children.
- Forcing thousands of school bus drivers out of their jobs will **further stifle California's economy**. The school bus drivers who would lose their jobs and health benefits would primarily be women, many of whom are single parents with children to support. They don't make a lot of money, but they are members of our community working hard for our kids and to support their own families. California should not put these women out of work, costing taxpayers even more for unemployment, welfare and public health programs (and increasing our unemployment rate).
- **Background checks, vehicle safety features and driver training protect schoolchildren**. The U.S. Department of Transportation requires many additional safety features be built into every school bus that are not found on any other public or private vehicle, and school bus drivers are required by law to receive more training than any other driver in the state. A school bus driver's background is checked by the Department of Justice and/or the FBI prior to receiving a license. Other bus drivers, including public transit bus drivers, are not required by law to undergo a background check.
- As if the devastation already done to our schools by \$18 billion in cuts over the past three years wasn't bad enough, this is one more example of how **the state is gutting public education**. The numbers they are talking about inside the Capitol are unacceptable.

The legislature has the ability, through a majority vote, to propose alternative reductions to those identified in the budget. Our legislators and the governor need to go back to the chalkboard and figure out how to restore funding for our public schools. Our future depends on it.