

## **Key Features**

- New funding formula for student transportation
  - Allocates funds on a per-student basis, accounting for a district's population density and special needs students
  - Assures funding stability for districts electing to outsource
  - Eliminates the need to maintain separate yellow and white bus fleets
- State divests of assets by July 1, 2016
  - Individual districts decide whether to operate fleets themselves, or opt-in to an outsourced model during the transition period
  - Districts have opportunity to pursue either approach, either independently, or through a consortium with neighboring districts
- Bus inspection standards built upon federal standards, without the redundant state-run layer
  - State Transport Police retain the authority to perform spot-checks, to promote safety

## **State Role**

- SCDE will promulgate regulations relating to vehicle safety and driver training standards
- SCDE will also provide technical assistance to districts during the transition period

## **District Role**

- Districts' initial responsibility will be to either assume direct responsibility for operating the fleet, or else opt-in to outsourced model
- Districts will have exclusive responsibility for the following, either directly, or through vendors:
  - Designing bus routes
  - Negotiating service levels (within limited statutory/regulatory confines)
  - Confirming and recertifying driver eligibility (safety training/criminal background check)

## **Housekeeping Items**

- Process for divesting assets (bus vs. maintenance facility) not yet fully developed
- Determine how to assure access to district/private-held fleets in emergency situations