



Santa Barbara SCHOOL DISTRICTS

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Date: December 8, 2009
To: Dr. J. Brian Sarvis, Superintendent
From: Eric D. Smith, Deputy Superintendent
Julie Nemes, Internal Auditor
Subject: Review of Parent Pay Transportation Program

Conference Agenda: 10 minutes

Background:

In June of 2009, the board approved the second phase of the districts' fiscal solvency plan. Included within that plan was a parent pay transportation fee of \$250 per rider per year for the elementary district. During October and November 2009, the 2009-10 bus applications were submitted in accordance with parent-pay transportation program and were reviewed for eligibility.

Results

A total of 339 applications were submitted for review. The following is a summary of the transportation eligibility results:

- 152 failed the three mile requirement
- 181 exempted from the three mile requirement
 - Intra-district Program Improvement (PI) transfer, displacement transfer, Monroe and Washington new attendance boundaries, Individual Educational Plan (IEP) requirement
- 0 met the three mile requirement
- 6 failed to provide the school name

Out of the 339 applications submitted, only 8 applicants selected the \$250 payment option, resulting in total estimated transportation revenues for 2009-10 of approximately \$2,000.

Plan

For 2010-11, fiscal staff proposes that we abandon the current parent pay transportation program but enforce the three mile requirement for the Elementary School District. This will result in a decrease in the number of bus routes and reduce total transportation costs. In addition, fiscal staff proposes that the district use Title I revenues to fund the transportation costs for all intra-district program improvement transfers. Title I, Part A requires school districts to provide students enrolled in program improvement schools the option to transfer to non-Program Improvement schools within the district, with paid transportation. Program requirements permit the use of Title I revenues to fund these transportation costs.

Due to only 8 applicants selecting the payment option, fiscal staff proposes that the district eliminate bus transportation fees and offers transportation to all applicants that meet the eligibility requirements.

Fiscal Impact

Estimated home-to-school transportation cost savings for 2010-11 of approximately \$40,000 - \$120,000 and an additional \$35,000 - \$45,000 in costs to be transferred from the general fund unrestricted to Title I set-aside for transportation.

Adams Elementary School	Home School Santa Barbara	Peabody Charter School	Goleta Valley Junior High School	Alta Vista Alternative High School
Cesar Chavez Charter School	McKinley Elementary School	Roosevelt Elementary School	La Colina Junior High School	Dos Pueblos High School
Cleveland Elementary School	Monroe Elementary School	Santa Barbara Charter School	La Cumbre Junior High School	La Cuesta Continuation High School
Franklin Elementary School	Open Alternative School	Santa Barbara Community Academy	Santa Barbara Junior High School	San Marcos High School
Harding Elementary School		Washington Elementary School		Santa Barbara High School

**Santa Barbara School Districts
Home-To-School Transportation Proposal – Elementary School District
For Fiscal Year 2010/2011**

Prepared by: Julie Nemes, Internal Auditor

Background

Board Policy 5116.1 and Administrative Regulation 3541 state that students in grades K-6 shall be eligible for transportation service to and from school if the distance between their school-established bus stop and the school is more than three miles and the student is not an inter/intradistrict transfer. In addition, special education students requiring transportation per their Individual Education Plan (IEP), students granted an intra-district transfer from a Program Improvement school (PI) to a non-Program Improvement school, students granted an intra-district transfer due to displacement, and all Monroe and Washington Elementary Schools students residing in the new attendance boundaries established in 1986 shall be eligible for transportation service to and from school.

Prior to fiscal year 2009-10, transportation was being provided to all students, regardless of eligibility, at no charge for Roosevelt, Monroe, Adams, and Washington schools. In fiscal year 2009/10, Santa Barbara School Districts (SBSD) began charging for bus transportation to eligible students. The charge for transportation per student amounted to \$250 annually; however, a full exemption was offered to students receiving free/reduced meals, granted an intra-district transfer from a PI school or due to displacement, or as required in the student's special education IEP.

2009-10 Bus Pass Application Results

In October and November 2009, 339 bus applications for fiscal year 2009-10 were reviewed and eligibility for transportation was determined for each applicant. The following results were obtained from this review:

Application Category Results

- 230 qualified for full exemption due to free/reduced meal eligibility
- 36 selected but failed to provide required documentation for full exemption due to free/reduced meal eligibility
- 42 qualified for full exemption due to PI transfer
- 4 qualified for full exemption due to displacement transfer
- 3 qualified for full exemption due to special education IEP requirement
- 8 selected paid transportation, with 1 providing the annual payment with the application and 7 opting for installment payments
- 16 made no selection or an invalid selection

Three Mile Requirement Results

- 181 exempted from three mile requirement (PI/displacement transfers, special education IEP required, and students residing in the new attendance boundaries for Monroe and Washington)
- 152 failed the three mile eligibility requirement
- 0 met the three mile eligibility requirement
- 6 failed to provide the school name

The following table displays applicant eligibility by site (Adams, Monroe, Roosevelt and Washington):

Applicant Eligibility By Site			
SITE	Total Applicants	Eligible for Transportation	Not Eligible for Transportation
Adams	113	1	112
Monroe	130	122	8
Roosevelt	45	15	30
Washington	45	43	2
TOTAL	333	181	152

2010-2011 Home-To-School Transportation Proposal

Based on Board Policy 5116.1 and Administrative Regulation 3541, 152 of 333 completed applications would be denied bus transportation due to the three mile requirement. Of the remaining eligible applicants, only 8 applications were submitted with the payment option selected, resulting in total estimated bus transportation revenues for 2009-10 of approximately \$2,000.

For 2010-11, fiscal staff proposes that the district enforce the three mile requirement for the elementary school district. This will result in a decrease in the number of bus routes and reduce total transportation costs. In addition, fiscal staff proposes that the district use Title I revenues to fund the transportation costs for all intra-district PI transfers. Title I, Part A requires school districts to provide students enrolled in Program Improvement schools the option to transfer to non-Program Improvement schools within the district, with paid transportation. Program requirements permit the use of Title I revenues to fund these transportation costs. For 2010-11, Monroe, Washington and Roosevelt are predicted to be non-PI schools and Adams, Franklin, Cleveland, Harding, and McKinley are predicted to be PI schools. An analysis of the total cost savings and cost transfers to Title I is provided at section “2010-11 Transportation Cost Analysis”.

In addition, the staffing cost to process the applications for payment far exceeds the transportation revenues generated. Approximately 80 hours were required to review all 339 applications. Therefore, fiscal staff proposes that the district eliminate bus transportation fees and offer transportation to all applicants that meet the eligibility criteria, as determined by the three mile requirement, qualification for intra-district transfer from a Program Improvement school to a non-Program Improvement school, qualification for intra-district transfer due to displacement, requirement per the student’s special education IEP or residence in the new attendance boundaries for Monroe and Washington schools. Eliminating the pay vs. exemption option in the annual applications will reduce staffing costs to review the applications and will prevent incomplete applications due to the exclusion of the free/reduced meal eligibility letter.

2010-11 Transportation Cost Analysis

The following table provides an analysis of estimated home-to-school transportation cost savings for 2010-11, assuming current bus routes and number of pupils using district transportation remain steady. Data available as of October 2009 was used to project annual figures.

Home-to-School Transportation Estimated Cost Savings

Number of bus routes for Adams, Monroe, Roosevelt & Washington	9
Total estimated cost for 2009-10 for 9 routes	\$ 359,615
Average route cost	\$ 39,957
Total estimated pupils on 9 routes	425
Average no. riders per route	47
Number of ineligible applicants	152
No. of routes with ineligible applicants (based on average riders per route)	3.2
Estimated Range of Cost Savings (1-3 routes) (due to combining of school routes)	<u>\$39,957 - \$119,871</u>
Total Bus applications	339
Number of PI transfers	42
Percentage PI transfer of applications	12.4%
Percentage PI transfer of total pupils on 9 routes	9.9%
Estimated Range of Cost Transfer to Title I	<u>\$35,538 - \$44,554</u>

Additional home-to-school transportation cost savings may be realized as approximately 100 pupils utilizing district transportation from Adams, Monroe, Roosevelt and Washington did not complete a bus application. Students will be required to complete a bus application for 2010-11 to qualify for district transportation which could result in further ineligible applicants and reduced bus routes.

2010-11 Projected Cost Savings- Unrestricted General Fund

Under the current proposal, fiscal staff estimates total home-to-school transportation cost savings for 2010-11 of approximately \$40,000 - \$120,000 and an additional \$35,000 - \$45,000 in costs to be transferred from general fund unrestricted to Title I set-aside for transportation.