Date of Hearing: April 28, 2025

ASSEMBLY COMMITTEE ON TRANSPORTATION
Lori D. Wilson, Chair
AB 1111 (Soria) – As Amended April 21, 2025

SUBJECT: Pupil transportation: schoolbuses: zero-emission vehicles: extensions: scrapping

SUMMARY: Delays the requirement for 100% of newly purchased or contracted schoolbuses to be zero emission (ZE) for specified local education agencies (LEA) from 2035 to 2045, allows any LEA to request a five year extension from their applicable deadline, adds additional criteria for extension requests, makes exceptions to the requirement that schoolbuses replaced under the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) must be scrapped. Specifically, **this bill**:

1) Exempts a LEA from the 2035 requirement to have all new schoolbus purchases be 100% ZE, where feasible, if it meets either of the following conditions:

    a) The LEA is a frontier LEA.
    b) The LEA meets both of the following conditions:

        i. The total number of pupils in average daily attendance at all of the schools served by the LEA is 2,500 or fewer; and,
        ii. The LEA is located in a rural area.

2) Requires 100 % all newly purchased or contracted schoolbuses of an LEA to be ZE, where feasible commencing January 1, 2045.

3) Allows a LEA to request an extension from either deadline from the California Air Resource Board (CARB) if:

    a) A LEA determines that the purchase or contracting of a ZE schoolbus is not feasible due to both terrain and rout constraints, the LEA may request a one-time extension for a term not to exceed five years, provided the LEA can reasonably demonstrate that a daily planned bus route for transporting pupils to and from school cannot be serviced through available zero-emission technology in the applicable requirement year.

    b) Commencing January 1, 2050, a LEA is a frontier LEA and determines that the purchase or contracting of a ZE schoolbus is not feasible due to both terrain and rout constraints, the LEA may request an additional extension for a term not to exceed five years and expiring no later than January 1, 2055, provided the LEA can reasonably demonstrate that a daily planned bus route for transporting pupils to and from school cannot be serviced through available zero-emission technology in the period in which the extension is sought.

    c) A LEA determines that the purchase or contracting of a ZE schoolbus is not feasible due to lack of sufficient infrastructure, or a lack of availability of sufficient repair and maintenance that is necessary to support the operation of a ZE schoolbus, the LEA may request a five year extension, provided the LEA can reasonably demonstrate that a daily planned bus route for transporting pupils to and from school cannot be serviced through

available zero-emission technology due to lack of sufficient infrastructure that is necessary to support the operation of a ZE schoolbus, such as insufficient charging or fueling infrastructure. The demonstration shall include details regarding the barriers to establishing sufficient infrastructure.

d) A LEA, in consultation with a local fire agency, determines the regular operation of a ZE schoolbus within that local fire agency's jurisdiction poses a significant risk to health and safety that exceed the local fire agency's response capabilities and resources, and therefore the purchase or contracting of a ZE schoolbus is not feasible, the LEA may request a five year extension, provided the LEA obtains affirmation from a local fire agency that a daily planned bus route for transporting pupils to and from school poses a significant risk to health and safety that exceeds the local fire agency's response capabilities.

4) Defines "rural area" as a LEA in National Center for Education Statistics Locale Code numbers 23, 31, 32, 33, 41, 42, or 43.

5) Exempts any schoolbuses that are replaced pursuant to Section 121 of Chapter 52 of the Statutes of 2022, as amended by Section 97 of Chapter 38 of states of 2024 from being scrapped no later than 24 months from the date of delivery of the replacement vehicle if both of the following apply:

a) The schoolbus being replaced is 25 years of age or less at the time of delivery of the replacement vehicle; and,
b) The ownership of the schoolbus has been transferred to another LEA.

EXISTING LAW:

1) Requires, commencing January 1, 2035, 100% of all newly purchased or contracted schoolbuses of an LEA to be zero-emission vehicles, where feasible. (Education Code (EC) 17927)

2) Authorizes, if an LEA determines that the purchase or contracting of a zero-emission schoolbus is not feasible due to both terrain and route constraints, the LEA to request a one-time extension for a term not to exceed five years, provided that both of the following conditions are met:

a) The LEA can reasonably demonstrate that a daily planned bus route for transporting pupils to and from school cannot be serviced through available zero-emission technology in 2035; and,
b) CARB, in consultation with the California Department of Education (CDE) and the State Energy Resources Conservation and Development Commission, receives and evaluates an LEA's request, and grants a one-time extension based on the LEA reasonably demonstrating that they cannot meet the requirement. (EC 17927)

3) Authorizes, commencing January 1, 2040, if a frontier LEA determines that the purchase or contracting of a zero-emission schoolbus is not feasible due to both terrain and route constraints, the frontier LEA to request annual extensions, with the last extension expiring on January 1, 2045, provided that both of the following conditions are met:

a) The frontier LEA can reasonably demonstrate that a daily planned bus route for transporting pupils to and from school cannot be serviced through available zero-emission technology in the period in which the annual waiver is sought; and,
b) The CARB, in consultation with the CDE and the State Energy Resources Conservation and Development Commission, receives and evaluates the frontier LEA's request, and grants an annual extension based on the frontier local educational agency reasonably demonstrating that they cannot meet the requirement. (EC 17927)

4) Defines the following:

   a) "Frontier LEA" to mean an LEA that meets either of the following conditions:

      i) The total number of pupils in average daily attendance (ADA) at all of the schools served by the LEA is fewer than 600; or,
      ii) Each county in which a school operated by the LEA is located has a total population density fewer than 10 persons per square mile.

   b) "Local educational agency" to mean a school district, county office of education (COE), or charter school. (EC 17927)

5) Defines a "schoolbus" as a motor vehicle designed, used, or maintained for the transportation of any school pupil at or below the 12th grade level to or from a public or private school or to or from public or private school activities. (Vehicle Code (VEH) 545)

6) Requires the California Highway Patrol to inspect every schoolbus at least once each school year to ascertain whether its construction, design, equipment, and color comply with all provisions of law. (VEH 2807)

7) Requires all diesel-fueled schoolbuses with a Gross Vehicle Weight Rating (GVWR) over 14,000 pounds to have a Level 3 particulate matter (PM) filter, the highest level verified retrofit, or an original equipment manufactured PM filter that most commonly comes installed on 2007 model year and newer engines. Prohibits, as of January 1, 2012, schoolbuses manufactured before April 1, 1977, to operate in California. Requires recordkeeping to demonstrate compliance in lieu of a report. (California Code of Regulations (CCR), Title 13, 2025(k))

8) Authorizes the governing board of any school district to provide for the transportation of pupils to and from school whenever, in the judgment of the board, the transportation is advisable and good reasons exist therefor. Authorizes the governing board to purchase or rent and provide for the upkeep, care, and operation of vehicles, or to contract and pay for the transportation of pupils to and from school by common carrier or municipally owned transit system, or to contract with and pay responsible private parties for the transportation. Authorizes these contracts to be made with the parent or guardian of the pupil being transported. (EC 39800)

9) Requires, if a continuing contract for the furnishing of transportation of pupils in school districts to and from school using schoolbuses that are zero-emission vehicles is made, it must be made for a term not to exceed 15 years. Authorizes a contract to be renewable at the

option of the school district and the party contracting to provide transportation services jointly at the end of the term of the contract. Requires the contract as renewed to include all of the terms and conditions of the previous contract, including any provisions increasing rates based on increased costs. (EC 39803.5)

10) Requires a continuing contract to be made for the lease or rental of schoolbuses that are zero-emission vehicles not to exceed 15 years, except that if a lease or rental contract provides that the LEA may exercise an option either to purchase the buses or to cancel the lease at the end of each annual period during the period of the contract, the contract may be made for a term not to exceed 20 years (EC 39803.5)

11) Appropriates $375,000,000 from the General Fund in the 2023-24 fiscal year (FY) to CARB for HVIP to fund ZE schoolbuses to replace heavy-duty internal combustion (ICE) schoolbuses owned by LEAs over five years beginning in the 2023-2024 FY. (Section 121 of Chapter 52 of the Statutes of 2022, as amended by Section 97 of Chapter 38 of the Statutes of 2024)

12) Appropriates $125,000,000 from the General Fund in the 2023-24 FY to the Energy Commission to fund ZE schoolbus charging and fueling infrastructure related activities, including, but not limited to, charging or fueling stations, equipment, site design, construction, and related infrastructure upgrades. (Section 121 of Chapter 52 of the Statutes of 2022, as amended by Section 97 of Chapter 38 of the Statutes of 2024)

13) Specifies that a schoolbus replaced with HVIP funding shall be scrapped no later than 24 months from the date of delivery of the replacement vehicles. Requires grantees to provide CARB proof of scrap of the retired ICE schoolbus or schoolbuses. (Section 121 of Chapter 52 of the Statutes of 2022, as amended by Section 97 of Chapter 38 of the Statutes of 2024)

FISCAL EFFECT: Unknown

COMMENTS: *Why regulate vehicle emissions?* Mobile sources and the fossil fuels that power them are the largest contributors to the formation of ozone, greenhouse gas (GHG) emissions, fine particulate matter ($PM_{2.5}$), and toxic diesel particulate matter. In California, they are responsible for approximately 80% of smog-forming nitrogen oxide (NO_x) emissions. They also represent about 50% of greenhouse gas emissions when including emissions from fuel production, and more than 95% of toxic diesel particulate matter emissions. Statewide, more than 21 million out of over 39 million Californians live in areas that exceed the federal ozone standards; within these areas, there are many low-income and disadvantaged communities that are exposed to not only ozone, but also particulate and toxic, pollutant levels significantly higher than the federal standards which have immediate and detrimental health effects.

The National Ambient Air Quality Standard (NAAQS). The Clean Air Act of 1970 instructs the U.S. Environmental Protection Agency to set primary NAAQS to protect public health, and secondary NAAQS to protect plants, forests, crops and materials from damage due to exposure to six air pollutants. These pollutants include: particulate matter, ozone, nitrogen oxides, sulfur oxides, carbon monoxide, and lead.

Federal law (42 United States Code 7409 and 7410) requires that all states attain the NAAQS and develop State Implementation Plans (SIP) for nonattainment areas to attain the NAAQS, and attainment areas to maintain attainment. Failure of a state to reach attainment of the NAAQS by the target date can trigger penalties, including withholding of federal highway funds.

Under State law (Health and Safety Code (HSC) 39602), CARB is responsible for developing the SIP emission reduction strategies for cars, trucks, and other mobile sources to meet the requirements in the Clean Air Act. The California Department of Pesticide Regulation (DPR) is the State agency responsible for controlling pesticide emissions. Local air districts are primarily responsible for controlling emissions from stationary sources such as factories and power plants. CARB coordinates closely with the local air districts in the development of attainment plans which are then incorporated into the SIP.

GHG reduction goals. The Legislature has set a number of goals to reduce GHG emissions and address climate change. The Global Warming Solutions Act of 2006, AB 32 (Nuñez), Chapter 488, Statutes of 2006 and subsequent companion legislation SB 32 (Pavley), Chapter 249, Statutes of 2016, requires California to reduce statewide GHG emissions to 40% below the 1990 level by 2030. AB 1279 (Muratsuchi), Chapter 337, Statutes of 2022 establishes the policy of the state to achieve carbon neutrality as soon as possible, but no later than 2045. CARB is responsible for developing a Scoping Plan to detail how the state will achieve its GHG emissions reduction targets mandated by law.

Schoolbus fleets in California. According to CARB's 2024 report pursuant to SB 1403 (Lara, Chapter 370, Statutes of 2018), staff estimates there are approximately 20,000 school buses operating in California. Approximately 55% of the combined public and private schoolbus fleet are powered by diesel fuel. When only considering publicly owned schoolbuses, this figure increases to 62%. Of the approximately 20,000 schoolbuses, 23% are powered by gasoline or flexible fuel (a gasoline blend with up to 85% ethanol), 14% are compressed natural gas (CNG), 5% are propane, and 3% are hybrid or electric.

The average publicly owned schoolbus in California is 14 years old and 25% of publicly owned buses are more than 20 years old with 68 diesel powered buses that are model years 1978-1988. These oldest buses are the most critical for replacement as they are high pollutant emitting and posed the greatest health risk to children.

Diesel pollution health risks. Diesel exhaust produces harmful air contaminants such as NO_x and diesel particulate matter (DPM). Breathing these emissions is harmful to everyone, but especially to children because they have a faster breathing rate than adults. Exposure to these emissions, even at low concentrations, can reduce lung development and also lead to respiratory diseases, aggravating conditions such as asthma, which affects nearly 6.3 million U.S. children, making it the most common long term childhood disease in America.

State actions to transition away from diesel and CNG buses. CARB has taken several actions to reduce children's exposure to vehicle-related pollutants during their commute by schoolbus. CARB's Truck and Bus rule requires old heavy-duty trucks and buses to be retired in order to reduce DPM and other pollutants to meet the state's emission reduction goals and comply with the NAAQs. Schoolbuses that weigh over 14,000 GVWR and transport pupils to and from school are regulated under the Truck and Bus Regulation (CCR, Title 13, 2025). All schoolbuses are required to have a Level 3 PM exhaust filter or be designated as low-use, are restricted from

idling, and are required to have routine smoke tests. The presence of PM exhaust filters reduces PM emissions by at least 85%. Nearly all engines that have an engine model year of 2007 or newer come assembled from the manufacturer equipped with a PM exhaust filter .Additionally, school districts with schoolbuses under the Truck and Bus Rule must retire pre-1977 schoolbuses and maintain specified records of the vehicle.

AB 579 (Ting), Chapter 445, Statutes of 2023 requires that in 2035, 100% of a LEA's newly purchased or contracted schoolbuses must be ZE, where feasible. CARB may grant extensions if a LEA determines a ZE schoolbus is not feasible due to both terrain and route constraints.

Committee comments. This bill attempts to address two concerns that LEAs have:

1) The transition to ZE is resulting in a lack of availability of diesel or CNG buses for LEAs to purchase prior to 2035.

2) Rural LEAs have encountered challenges in upgrading existing electrical infrastructure to support needed charging stations and have concerns regarding the capacity of local firefighters to deal with burning electric vehicles.

Lack of fossil fuel powered buses. Proponents of this bill argue that they are not able to purchase new diesel or natural gas powered buses in California. This bill removes the scrapping requirement for ZE schoolbuses purchased with HVIP funds if the schoolbus is 25 years old or less and ownership of the schoolbus is transferred to another LEA. This may help to increase the availability of fossil fuel powered schoolbuses by helping to return buses that still have a useful life to the market for purchase by another LEA. CARB estimates this provision would increase the inventory of buses available for purchase that meet the requirements in this bill by 726 buses. However, 274 of those buses are not equipped with seatbelts as required for schoolbuses manufactured on or after July 1, 2005 by SB 568 (Morrow), Chapter 581, Statutes of 2001. As a result, this provision prolongs the life of these less-safe schoolbuses.

There is not good data to assess if fossil fuel powered schoolbuses are truly unavailable in California. However, if that is the case, it may be necessary for LEAs to import schoolbuses from out of state that meet California emissions requirements including those specified in the Clean Truck and Bus Regulation and the Heavy-Duty Omnibus Regulation.

ZE infrastructure challenges and battery fires. AB 579 only recently went into effect and purchase requirements do not begin for 10 years. Technology in the ZE sector is rapidly evolving as exemplified by Green Power Motor Company's bus that boasts a range of up to 300 miles, almost doubling the range of many schoolbuses on the market. Taking into account the quick evolution of ZE technology, it is too soon to consider delaying implementation dates for 100% ZE schoolbus purchases. Additionally, the schoolbus market has responded to signals and shifted manufacturing to focus on ZE schoolbuses. Changing implementation dates now would muddle signals to manufacturers and could cause major confusion and business uncertainty.

This bill adds a provision that allows for an extension request if a local fire agency certifies that they believe the operation of a ZE schoolbus in their jurisdiction poses health and safety risks that exceed response capabilities and resources. Lithium-ion batteries used in electric vehicles are subject to certification and testing to reduce the frequency and severity of failures. While thermal runaway events involving ZE vehicle (ZEV) batteries are a risk, no deaths have been

associated with a ZE schoolbus fire. A recent review found a significantly lower rate of ZEV fires as compared to ICE vehicles. ICE vehicle fires are commonplace and well documented in the media over the past decades. Clear protocols for fire response has been developed due to the frequency of ICE fires. ZEV fires are rare enough that they garner special attention from the media. While ZEV fires can pose a greater risk due to thermal runaway, fire response protocols are being developed to minimize damage during these events.

Committee Amendments. The author and this Committee have agreed the following amendments:

Compliance dates for LEAs to begin purchasing 100% zero-emission school buses are returned to 2035 with the ability for LEAs to seek a one time, 5-year extension for specified reasons. In addition to frontier school districts, small school districts may apply for an annual extension beginning in 2040 with the final possible extension expiring no later than January 1, 2045. Criteria are added specifying that LEAs may seek an extension due to a lack of infrastructure or a lack of availability of sufficient repair and maintenance.

SECTION 1. Section 17927 of the Education Code is amended to read:

17927. (a) ~~(1)~~ Commencing January 1, ~~2045,~~ *2035,* 100 percent of all newly purchased or contracted schoolbuses of a local educational agency shall be zero-emission vehicles, where feasible.

~~(2) A local educational agency shall be exempt from the requirement of paragraph (1) if it meets either of the following conditions:~~

~~(A) The local educational agency is a frontier local educational agency.~~

~~(B) The local educational agency meets both of the following conditions:~~

~~(i) The total number of pupils in average daily attendance at all of the schools served by the local educational agency is 2,500 or fewer.~~

~~(ii) The local educational agency is located in a rural area.~~

~~(b) Commencing January 1, 2045, 100 percent of all newly purchased or contracted schoolbuses of a local educational agency shall be zero-emission vehicles, where feasible.~~

~~(b)~~

~~(c) A local educational agency may request an extension from the requirement in subdivision (a) requirements of subdivision (a) or (b), as applicable, from the State Air Resources Board as follows:~~

~~(1)~~ *(b)* If a local educational agency determines that the purchase or contracting of a zero-emission schoolbus is not feasible due to ~~both~~ terrain and route constraints, ~~infrastructure~~ *infrastructure, or a lack of availability of sufficient repair and maintenance,* the local educational agency may request a one-time extension for a term not to exceed five years, ~~provided that the local educational agency can reasonably demonstrate that a daily planned bus~~

~~route for transporting pupils to and from school cannot be serviced through available zero-emission technology in 2045. the applicable requirement year.~~ *in order to meet the requirements in subdivision (a), provided that both of the following conditions are met:*

(1) The local educational agency can reasonably demonstrate that a daily planned bus route for transporting pupils to and from school cannot be serviced through available zero-emission technology in 2035.

(2) The State Air Resources Board, in consultation with the department and the State Energy Resources Conservation and Development Commission, receives and evaluates a local educational agency's request, and grants a one-time extension based on the local educational agency reasonably demonstrating the condition in paragraph (1).

~~(2)~~ *(c)* Commencing January 1, ~~2050,~~ *2040,* if a local educational agency that is a frontier local educational agency *or small school district,* determines that the purchase or contracting of a zero-emission schoolbus is not feasible due to ~~both~~ terrain and route constraints, *infrastructure, or a lack of availability of sufficient repair and maintenance, the frontier local educational agency may request annual extensions, with the last extension expiring on January 1, 2045, in order to meet the requirements in subdivision (a), provided that both of the following conditions are met:*

(1) The frontier local educational agency or small school district, can reasonably demonstrate that a daily planned bus route for transporting pupils to and from school cannot be serviced through available zero-emission technology in the period in which the annual waiver is sought.

(2) The State Air Resources Board, in consultation with the department and the State Energy Resources Conservation and Development Commission, receives and evaluates the frontier local educational agency's request, and grants an annual extension based on the frontier local educational agency reasonably demonstrating the condition in paragraph (1).

According to the author. "School districts, especially those in rural areas, attempting to prepare for the state mandate to convert to 100% zero-emission school busses by 2035 have encountered serious limitations in existing electrical infrastructure to support needed charging stations and concerns regarding the capacity of local firefighters to deal with burning electric vehicle batteries. Additionally, the pending zero-emission requirement has lead school bus manufacturers to wind down diesel bus production, making it difficult if not impossible for districts that qualify for a longer implementation period to find busses to operate during that extra time. AB 1111 Seeks to give small rural districts additional time to meet California's new zero-emission standards, provide a more robust consideration of which districts are not ready due to limited electrical infrastructure or fire protection and allows school districts making the switch to zero emission busses early to furnish their still functional decommissioned busses to districts unable to make the switch at this time. This will ensure a smoother transition to zero-emission busses for California's schools and reduce disruptions in school transportation services for California's students."

Arguments in support. According to the California School Boards Association, "Recently the CSBA conducted a survey of 154 superintendents from across the state that found only 11 percent were extremely confident that their local educational agency (LEA) could meet the above requirement. The CSBA survey also asked about challenges experienced by LEAs that

have already adopted zero-emission electric schoolbuses as well as issues anticipated by those LEAs that have not adopted these buses, and found that maintenance, cost, and sufficiency of charging infrastructure and working with local utility providers all ranked towards the top for both groups.

LEAs have also raised concerns regarding the viability of using zero-emission schoolbuses for irregular travel with longer drive times, such as field trips or athletic events, even if zero-emission buses can be used for many daily routes. Additionally, many LEAs have indicated it has become more difficult to procure conventional or low-emission schoolbuses for routes where there is no feasible zero-emission option, an unintended consequence of existing law. These are significant barriers that hinder the successful adoption of zero-emission schoolbuses that need to be overcome."

Arguments in opposition. According to Advanced Energy United, "AB 579 sets a clear, achievable timeline requiring all new school bus purchases to be zero emission starting in 2035, with thoughtful accommodations built in for rural and hard-to-reach communities. This policy was the result of years of stakeholder collaboration, substantial public investment, and overwhelming support from clean energy leaders, environmental justice advocates, and school districts ready to lead.

By extending the zero-emission school bus mandate an entire decade—from 2035 to 2045—AB 1111 is a de facto repeal of AB 579, sending a chilling signal to manufacturers, fleet providers, and communities that California is walking back its leadership on clean air and safe transportation for children and would result in more schools missing out on the substantial long term savings of using more cost-efficient electric fuels instead of expensive and highly variable diesels.

More than 200 school districts across California have already deployed zero-emission school buses, with over 1,100 buses on the road today, many operating in the most pollution burdened communities. At the same time, the state has committed nearly $2 billion in funding and incentive programs to help schools make the switch. With the future of federal programs for these critical transportation and pollution solutions in doubt, it is more important than ever for California to ensure that all school districts can transition to electric school buses".

Double Referral. This bill was heard in the Assembly Education Committee on April 9, 2025 and passed out of the committee by a vote of 8-1.

Previous and related legislation. AB 579 (Ting) Chapter 445, Statutes of 2023, requires, commencing January 1, 2035, all newly purchased or contracted schoolbuses of an LEA be zero-emission vehicles.

AB 181, Chapter 52, Statutes of 2022, and amended by AB 185, Chapter 571, Statutes of 2022, established the Home-to-School (HTS) Transportation Reimbursement funding. It provides reimbursement funding for school districts and COEs based on the prior year eligible transportation expenditures and prior year Local Control Funding Formula (LCFF) transportation related add-on funding.

AB 2933 (O'Donnell) of the 2021-22 Session would have required the SPI, commencing with the 2022–23 fiscal year and for each fiscal year thereafter, to apportion to each school district, COE, entity providing services under a school transportation joint powers authority, or regional occupational program/academy that provides pupil transportation services, either 100% of its school transportation apportionment for the 2020–21 fiscal year or 100% of its reported HTST costs as determined by a specified report, whichever is greater. This bill was held in the Senate Education Committee.

AB 2731 (Ting) of the 2021-22 Session would have required all newly purchased, contracted, or operated schoolbuses of an LEA to be zero-emissions by January 1, 2035, would have extended continuing schoolbus lease and rental contracts for pupil transportation services, and would have extended continuing schoolbus lease and rental contracts containing purchase or cancel option for pupil transportation services. This bill was held in the Senate Appropriations Committee.

AB 760 (Cooper) of the 2019-20 Session would have established a new calculation methodology for home-to-school transportation for school districts, COEs, based on a COLA, in order to equalize transportation funding, commencing with the 2019-20 fiscal year. This bill was held in the Assembly Education Committee.

AB 1469 (Grayson) of the 2017-18 Session would have required school districts to provide free transportation to and from school for pupils attending public, noncharter schools that receive Title I federal funding, subject to an appropriation for this purpose. This bill was held in the Assembly Appropriations Committee.

AB 1572 (Campos) of the 2015-16 Session would have required a public, noncharter school to provide free transportation to a pupil attending a school that is eligible for Title I federal funding. This bill was held in the Assembly Appropriations Committee.

AB 891 (Campos) of the 2015-16 Session would have required an LEA to provide free transportation, to and from school, to a pupil entitled to free or reduced-price meals or who attends a school that participates in the Community Eligibility Option, under either of the following conditions: 1) the pupil resides more than one-half mile from the school; or 2) the neighborhood through which the pupil must travel to get to school is unsafe because of stray dogs, no sidewalks, known gang activity, or other reason documented by stakeholders. Would have required an LEA to designate a liaison to be responsible for implementing a plan to ensure that eligible pupils are provided transportation in a timely manner. This bill was held in the Assembly Appropriations Committee.

SB 191 (Block and Vidak) of the 2015-16 Session would have established a formula to provide state funding for pupil transportation services. This bill was held in the Assembly Education Committee.

AB 694 (Wolk) of the 2007-2008 Session would have increased HTST funding to eligible districts through a specified formula that is equivalent to 90% of their approved HTST costs. This bill was held in the Assembly Appropriations Committee.

AB 1052 (Leslie), Chapter 324, Statutes of 2005, requires a school district or COE that employs a driver to operate a school transportation vehicle, and the driver of that vehicle, to participate in a program that is consistent with the federally controlled substance and alcohol use testing requirements that apply to school bus drivers.

REGISTERED SUPPORT / OPPOSITION:

Support

California School Boards Association
Kern County Superintendent of Schools Office
McCabe Union Elementary School District

Opposition

Advanced Energy United
California Environmental Voters
Calstart INC.
Center for Biological Diversity
Cleanearth4kids.org
Climate Action California
Earthjustice
Electric Vehicle Charging Association
Jobs to Move America
Los Angeles County Electric Truck & Bus Coalition
Sierra Club California
The Climate Center

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