



Transportation Plan 2024-2025

Contact Name and Title	
Dave Pish Wynette Hilton Sheri Cochran	Transportation Manager Superintendent Director of Fiscal Services

The following is the Big Oak Flat-Groveland Unified School District's plan for offering transportation services to its pupils pursuant to the requirements in Education Code Section 39800.1. This plan describes the services for the 2024-2025

school year. Prior to April 1 each year, the plan will be updated for the following school year.

Plan Descriptions

General Summary of the transportation services the Big Oak Flat-Groveland Unified School District.

Current Transportation Services:

*The District currently owns 7 large busses (60 or more passengers). In addition, the District owns 8(passenger vans) and 3 Suburbans. These vehicles travel a total 101,031 miles per year, on average for home to school transportation. In addition, they travel approximately 14,622 miles for extracurricular activities and field trips.

*The District currently operates a total of 5 routes; for General/Special Education students serviced by a total of 3 school bus drivers, and 2 van drivers. Additionally, the District, on average, transports students by bus on 12 field trips each year. Due to low enrollment at the high schools and cost effectiveness, vans/Suburbans are frequently utilized to transport students to field trips.

*For 2022-23, the District is transporting 255 General Education students, 20 Special Education students, and 5 students to Outside Entities.

*Transportation for Special Education students is provided for those receiving services at a school other than their school of residence or because of the severity of their disability, as specified in their Individualized Education Plan (IEP). These students are currently transported to Soulsbyville Elementary School, Transitions Program at Tuolumne County Superintendent of Schools, Sonora High School and Tuolumne Learning Center. Transportation for Special Education students to county programs is provided by Sonora High School and funded by the Big Oak Flat-Groveland Unified School District.

Description of the Big Oak Flat-Groveland Unified School District's transportation services that are accessible to pupils with disabilities and

Description of how unduplicated pupils access available home-to-school transportation at no cost to the pupils.

Students with disabilities will continue to be provided transportation services, when specified in their IEP, in accordance with the current process.

Students designated as homeless are identified, monitored, and serviced by the Homeless/Foster Youth Liaison. The Homeless/Foster Youth Liaison will work with the family to ensure homeless students are transported to and from school.

Students receiving either General Education or Special Education transportation service, including Unduplicated Pupils -- defined as students who are low socio-economic, English learners, or foster youth -- will continue to receive District transportation service at no charge.

Description of how the Big Oak Flat-Groveland Unified School District will prioritize planned transportation services for pupils in transitional kindergarten, kindergarten, and any of grades 1 to 6, inclusive, and pupils who are low income.

Priority for TK-6 and Low-Income Students:

*Big Oak Flat-Groveland Unified School District offers free home-to-school transportation to all students who qualify. Students shall be eligible for transportation service to and from school if the distance between their school-established bus stop and the school is beyond the minimum listed below:

1. For elementary school students:

Grades TK-8: one mile

2. For high school students

Grades 9-12: two miles

*The District will establish bus stops at designated locations using criteria established by the California Highway Patrol.

*The District will require completion of an Transportation Form yearly (or updated form if student moves) to receive General Education transportation service before the beginning of each school year to include home address, school of attendance and grade level.

*Determine the maximum capacity of bus routes ("Route Maximum Capacity") and adjust routes as needed to insure all TK-6 and low income students have priority.

Description of how plan was developed in consultation with classified staff, teachers, school administrators, regional local transit authorities, local air pollution control districts and air quality management districts, parents, pupils, and other stakeholders.

Stakeholder Group	Method	Date(s)
Classified Staff	Discussion at District -Wide Staff Meeting using guiding questions	2-3-2023
Teachers	Discussion at District -Wide Staff Meeting using guiding questions	2-3-2023
School Administrators	Discussion at Admin Meeting	1-30-2023
Regional Local Transit Authority(ies)	Email	3-1-2023
Local Air Pollution Control District	See attached response	3-1-2023
Local Air Management District	N/A	
Parents	Discussion at Site Council Meeting using guided questions	3-2-2023
Pupils	Student Council Meeting	3-3-2023
Other Stakeholders	Tenaya Times/District Website	3-3-2023

Plan Adoption Date*

March 8, 2023

*Option to Provide Public Comments Remotely Was Available

Estimated Expenditures

The following table provides an estimate of the expenditures necessary to carry out the transportation plan.

Expenditure Category (Object Code)	Estimated Expenditures
Certificated Supervisors and Administrators Salaries (1300)	0
Classified Salaries (2200-2400)	269,927
Employee Benefits (3101-3902)	118,100
Books and Supplies (4200-4400)	110,686
Services and Other Operating Expenditures (5100-5900)	13,373
Capital Outlay (6400-6500) *	0

*Capital Outlay is excluded from the home-to-school transportation reimbursement funding.



County of Tuolumne

Kelle Schroeder

**Agricultural Commissioner • Weights & Measures
Animal Control • Air Pollution Control
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Sonora, CA 95370
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*Agricultural Commissioner
Director of Weights & Measures
Director of Animal Control
Air Pollution Control Officer*

Date: March 10, 2023

Re: AB 181-School District Transportation Service Plans and Local Air District Consultation

Dear Superintendent of Tuolumne County Schools,

We recently learned that all school districts in California are required to consult with their local air district (among others) to develop a plan related to transportation services, to meet the requirements of California Assembly Bill 181.

The bill reads in part: "*SEC. 14. 39800.1. (b) (1) The plan shall be developed in consultation with classified staff, teachers, school administrators, regional local transit authorities, local air pollution control districts and air quality management districts, parents, pupils, and other stakeholders.*"

The Air District is here to support your work and available to work with as needed. The Air District does not review these plans; however, we will provide comments if requested.

As you work towards the development of your school district's plan, please note the Tuolumne County Air Pollution District may be able to assist. Funding is limited and often competitive, but the following programs are available:

Carl Moyer Program

The Carl Moyer Program provides limited competitive funding for zero-emission school buses and associated infrastructure. More information on this funding, eligibility criteria, and how to apply can be found by contacting the Air District.

Other State and Federal Grants

The Diesel Emissions Reduction Act (DERA) of 2010 allows EPA to offer rebates in addition to grants to reduce harmful emissions from older, dirtier diesel vehicles. The rebate program has funded vehicle replacements or retrofits for over 2,000 vehicles. Typically, the rebate application period opens in the fall and projects are completed in less than one year. More information for the Federal Environmental Program Agency School Bus Rebates can be found online at DERA <https://www.epa.gov/dera/rebates>.

Additional information regarding transportation and air quality is in "Attachment A" below.

School districts that receive and consider the information provided in this document are considered to have consulted adequately with the Tuolumne County Air Pollution Control District and nothing further is needed unless directed by the State. If further consultation is desired, please feel free to reach out to our office.

Please let us know if you have any questions or comments.

Sincerely,

A handwritten signature in cursive script that reads "Kelle Schroeder".

Kelle Schroeder
Air Pollution Control Officer

Enclosure

Attachment A

Transportation and Air Quality Information in Relation to School Aged Children

South Coast Air Quality Management District studies indicate that residing or spending significant amounts of time near sources of traffic pollution is associated with adverse health effects, such as the exacerbation of asthma, onset of childhood asthma, non-asthma respiratory symptoms, impaired lung function, reduced lung development during childhood, and cardiovascular morbidity and mortality. These associations are diminished with distance and time from the pollution source. Given the association between traffic pollution and health, many recommend that residences, schools, and other sensitive uses be sited at least 500 feet from freeways, in particular. The Health Effects Institute (HEI) indicates that exposure to traffic pollution may occur up to 300 to 500 meters (approximately 984 to 1640 feet). The range reported by HEI reflects the variable influence of background pollution concentrations, meteorological conditions, and seasons. In addition, siting parks and active recreational facilities near freeways may increase public exposure to harmful pollutants, particularly while exercising. Studies show that heavy exercise near sources of traffic pollution may have adverse health effects.

In addition, there is a direct link between transportation activities and air pollution. Mobile sources of pollution, such as cars, trucks, buses, construction equipment, trains, and airplanes, account for 60 percent of all smog producing emissions in the region. Additionally, freeways and highways further contribute to the conditions that produce air pollution. The continued population growth that is projected for Sacramento Valley could threaten air quality gains unless careful attention is paid to voluntary and regulatory measures that reduce transportation-related emissions.

Developing land and transportation systems to reduce the need for vehicle trips and provide alternative modes of transportation can improve air quality. In addition, integrating land use plans, transportation plans, and air quality management plans can help minimize exposure to toxic air pollutant emissions from industrial and other stationary sources.

Older, more polluting school buses can lead to significant health risks for students who typically ride these buses for one-half to two hours a day. Children are more susceptible to air pollution than healthy adults because their respiratory systems are still developing, and they have faster breathing rates. Asthma, which affects 6.3 million American school children, is the most common long-term childhood disease in America, making newer, cleaner buses an urgent priority.

In addition to affecting the health of students, emissions from older buses can have a negative impact on the whole community. Particulate matter (PM) damages hearts and lungs. Other diesel emissions contribute to ozone pollution, climate change, and acid rain. Older buses are excellent candidates for replacement with newer, cleaner vehicles

which will greatly reduce children's exposure to diesel exhaust and provide considerable safety improvements.

If school buses built between 1998 and 2010 are still in use, there are ways to reduce the emissions they produce.

- Idle Reduction - Implementing an idle reduction program is a simple, cost-effective way to reduce emissions while saving money on fuel and preventing engine wear and tear.
- Retrofit Technologies - For older buses that will be used for several more years, retrofitting them with emission controls or idle reduction technologies can be a cost-effective way to reduce emissions.
- Engine Replacements - Older diesel engines can be replaced with newer engines using diesel, biodiesel or compressed natural gas (CNG). The new engine should be certified to meet the most recent emission standards and come with a diesel particulate filter (DPF) or diesel oxidation catalyst (DOC).
- Fuel Selection - Electrification and cleaner fuels such as biodiesel or compressed natural gas (CNG) can further reduce emissions from school buses.

When replacing buses built between 1998 and 2010, the school district should check with nearby school districts. If the neighboring districts are operating older buses and cannot afford brand new buses, they may be able to use the relatively newer buses as a replacement alternative. Overall, this is a win-win situation for the whole community.