

Arvin Union School District

Transportation Plan

2026-27



BACKGROUND

In 2013-14, with the enactment of the Local Control Funding Formula ("LCFF"), State funding for Home-to-School ("HTS") Transportation was established at a fixed amount, in perpetuity, based on the amount of funding each school district received in 2012-13 for both general education and special education transportation. This was accomplished by providing an "add-on" ("Transportation Add-On") to the resulting LCFF funding after all other factors, including any Cost-of-Living Adjustment ("COLA"), were applied to the formula. The Transportation Add-On remained fixed. Before 2013-14, the amount of funding provided by the state for HTS Transportation was insufficient to cover the actual costs of providing transportation. Consequently, most school districts were forced to contribute other unrestricted general fund dollars to the program and/or decrease the students that were served by transportation. Because the Transportation Add-On did not increase each year, the District contribution to HTS Transportation grew over time as costs escalated. Due to advocacy efforts by several statewide organizations representing school district governing boards and administrators, for the first time in more than ten years, the 2022-23 enacted State Budget included additional funding for HTS Transportation. The funding now allows school districts to receive the greater of the current Transportation Add-On augmented for COLA or 60% of reported transportation costs. Per Education Code (EC) Section 39800.1, (see attached Exhibit A) as a condition of receiving apportionments for Transportation Services (under EC Section 41850.1), a local educational agency shall develop a plan describing the transportation services. The plan shall be presented and adopted by the governing board of the local educational agency on or before April 1, 2023, in an open meeting with the opportunity for in-

BOARD APPROVED

3/10/26

person and remote public comment and updated by April 1 each year thereafter.

Transportation Services:

- 1. Enter description of transportation services offered to pupils, and how the LEA will prioritize planned transportation services for pupils in transitional kindergarten, kindergarten, and any of grades 1 - 6 inclusive and pupils who are low income. The Plan may provide for the LEA to partner with municipally owned transit system to provide services to middle and high school students. An LEA may provide no-cost transit passes to students.**

The Arvin Union School District has consistently prioritized student safety through a multitude of transportation services as approximately 94% of our district population is low income which may directly impact vehicle availability and costs of transportation for a family. The district transportation fleet currently includes 3 SUVs, 1 minivan, 1 car, 7 large buses, 3 small buses, and 2 very small buses. We employ a Director of Maintenance/Operations/Transportation, a Transportation Lead, an MOT secretary, a minimum of 3 bus aides, and the goal is to maintain a staff of 18-20 bus drivers. There are 9 district bus routes for all students, 2 designed for Transitional Kindergarten, and 7 designed for Special Education. Additional buses added since 2023 initiation of the plan indicate a response to stakeholder input requesting shorter routes and stops for intersession were added at each school site to accommodate students when the intersession is not at their home school. Additionally, a late bus routes for intersessions have been added based on stakeholder input from 2024. District buses service Sierra Vista Elementary, Bear Mountain Elementary, El Camino Real Elementary, and Haven Drive Middle School.

District policy outlines a specific walking distance for each campus and bus routes have been created by the Transportation Department staff with the support of the use of a route creator called Tyler Technology. Bus rider lists are developed at each school site by site office staff at the time of enrollment and are verified upon enrollment at the beginning of each school year by transportation department staff as a means of ensuring space for ridership on available buses. Bus stops are located at safe locations on city streets or country roads to promote safe routes to school. Stops are communicated to parents prior to the first day of school. There are currently 14 scheduled bus stops within the district and multiple curb to curb stops for identified students.

Transportation is prioritized to ensure Special Education students with transportation in their IEP's receive services. Next, Transitional Kindergarten students have dedicated bus routes throughout the city which provides transportation for them to our Early Childhood Hub at Bear Mountain Elementary. Kindergarten through Third Grade are the next priority based on feedback from parents, staff, and students with stops created to ensure all students in these grade levels outside the walking areas are serviced. Educational partner input continues to clearly express a desire for upper-grade students to have access to bus transportation and, each year, ridership is reviewed to prioritize and accommodate students in the order of their grade from 4th through 6th at no cost. Most middle school students are within walking distance. The transportation department modifies routes in attempts to accommodate as many families as possible with designated bus stops. A country bus provides transportation for Special Needs and Mainstream students grades K-8 supporting the far southern reaches of the district. The total number of bus routes is 8 morning, 1 mid day, and 9 afternoon.

In addition to students riding to local campuses from home, overflow enrollment and students enrolled by the district at a campus that is not their home school due to district programming are provided site to site

transportation to and from their school of enrollment. This includes Dual Enrollment, Transitional Kindergarten, and Special Education students assigned to a campus based on class or program design.

Drivers ensure student safety through the use of bus tags created by site staff particularly for the youngest of students and new riders at the beginning of the school year. Drivers also ensure the appropriate guardian picks up Pre-school, TK, and Kinder students at their assigned stop. To ensure safety on buses, currently installed cameras are being upgraded to real time GPS tracking and HD video. Behavioral expectations are made clear by each driver and supported by site administration. Warnings and parent notifications occur in attempts to prevent any student from being suspended from the school bus based on their behavior.

Transportation staff, Student Success Facilitators, and Campus Supervisors are assigned specific students to provide Tier 2 and Tier 3 services. Transportation services are utilized to include support of attendance or behavior needs through pick-up and drop-off to identified students' respective homes. Parents/guardians with hardships are encouraged to reach out to the District Wellness Center or school site offices so that we might work together for accommodations. At this time the district does not partner directly with Arvin City Transportation but will continue to consider a voucher/ticket system for unique needs.

District staff contracting with outside charters for field trips must receive prior approval from the MOT department prior to finalizing plans to utilize a charter for possible hire to ensure safe buses and appropriately trained, experienced drivers. The district has not engaged non-bus drivers to regularly transport students given the provision of SB-88 requirements for over 40 hours of driving.

2. Enter description of LEA's transportation services that would be accessible to pupils with disabilities, and homeless children and youth.

The Arvin Union School District gathers educational partner input on an ongoing basis and continues to expand services based on identified needs. Most specifically, two SUV's and a mini-van were purchased to supplement the current bus fleet to support students encountering obstacles getting to school. These vehicles provided support to homeless and foster students being transported both inside and outside of the Arvin District boundaries as well as providing transportation to Students with Special Needs.

Students identified as homeless are assigned to a Family Advocate at the Family Resource Center. These students and their families are case-managed and many have transportation requirements usually met within normal district operations. However, in cases of students temporarily housed outside the Arvin district boundaries, the Family Resource Center staff and Transportation Department work with neighboring districts to provide or acquire transportation for students at no cost to the family. In specific cases transportation support may be provided through reimbursing families for gas/mileage costs for families choosing to transport the homeless children for which they are responsible. In individual cases, gas cards may be provided.

Many students with disabilities are provided with access to regular district transportation as described earlier. For those students with specific transportation needs mentioned in their Individualized Education Plans, curb to curb service is provided. Specifically, to meet the needs of Students with Special Needs, two smaller size buses were purchased and are now in use. Arvin housing expansion has resulted in the construction of multiple cul de sacs which are too small for larger buses and the shorter buses allow for short-radius turn to accommodate door to door transportation. These buses, utilized with the SUV's, have shortened bus routes for students with special transportation needs. Special Education services include routes for students enrolled in Preschool

Special Education at the beginning of the school day and for the mid-day trip home. Routes are developed to ensure students with wheelchair needs have access to an appropriately outfitted bus. The district has 3 buses with wheelchair access. Bus aides are assigned to various routes to support the needs of the very young and those with severe disabilities. The district Director of Special Services works closely with site administration and Transportation staff during IEP development to ensure appropriate student services. Students who receive services through Kern County Superintendent of Schools SELPA services are provided transportation through county buses for which the district pays the cost. Currently, approximately 65 students with special needs are transported locally on specially designed routes by Arvin drivers and between 5 and 10 students are usually transported by county programs. These numbers fluctuate based on need. The district will continue to promote timely access to educational services by working with other districts to facilitate routes to and from school with sending districts generally taking the morning route and receiving districts taking the afternoon route.

3. Enter description of how unduplicated pupils would be able to access available home-to-school transportation at no-cost to the pupils.

The Arvin Union School District's unduplicated population is approximately 96%. Strategic planning includes goals for attendance and a safe/welcoming environment. To this end, it is a transportation goal to provide supports to students to overcome obstacles to attendance and support a safe route to school each day. All transportation services provided by the district are at no-cost to pupils or their families. Parents need only provide their address, or that of a childcare provider, upon enrollment and bus stops are provided if outside the board determined walking area for that grade span. Home to school transportation is also provided at no-cost during inter-session classes with a more limited number of bus stops. Transportation and technology staff are working together to implement Tyler technology which, when fully implemented, will work in conjunction with our school information system (AERIES) to identify bus riders and their stops. This fits well with 2026 District Advisory Council input which suggests possible identification/scanning of students on and off the bus when fully implemented.

Consultations:

Enter description of the required plan 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.

Consultation with educational partners has resulted in the noted transportation items in place as well as those suggested below. This has included classified staff and teachers during regularly scheduled site representative meetings held with the Superintendent or Assistant Superintendent as well as during LCAP input sessions. School Administrators provide input during a dedicated time within an Administrative Council meeting led by the Superintendent. Parents have provided input through our District Advisory Council and students/community through LCAP input sessions led by district staff. District bus drivers have the opportunity to share thoughts with the Transportation Lead and the Director of MOT regularly regarding transportation items. A meeting with transportation staff and the local air pollution control board resulted in receipt of a letter in early 2023 suggesting several partnership opportunities for consideration. In addition, to assist school districts with their Transportation Plans, the San Joaquin Valley Air Pollution Control District has developed a webpage (<https://ww2.valleyair.org/permitting/general-permitting-information/consulting-air-districts-on-transportation-service-plans>) that answers questions and provides recommendations for measures to include. They encourage all school districts and schools to review the webpage and, in an email, dated February 1st, 2024 from the Valley Air District, school districts that receive and consider the information provided on that webpage are considered to have consulted adequately with the Valley Air District. The City of Arvin grant writer met with district staff in December

2023. She has had a significant role in supporting funding and development of a clean air transportation system for our local transit authority. Her suggestions mirrored that of the Air Pollution Control Board including bus replacement to have a clean air fleet, future installation of zero emission vehicle charging infrastructure, suggestions and support to purchase alternative fuel vehicles and clean lawn machines, limiting idling of diesel buses around schools, refining routing for heavy duty vehicles, and a suggestion to implement clean air filters which the district has already implemented on newer units.

New Input:

Continue to review bus stops and drop off zones to accommodate weather and traffic and ensure areas are clearly marked. Additionally, District Advisory Council suggested a system for ensuring students board and depart their bus at their designated areas. Classified and certificated input include supporting driver / student relationships with awards for good behavior and ongoing training for supporting student behavior - this applies especially to aides assigned to the buses.

Board Approval Date: pending March 10, 2026 *(must be on or before April 1, 2025)*

The Transportation Plan was developed in accordance with Education Code Sections 39800.1 and 41850.1.

2023-24 Actuals

Revenue Calculation

Total 2023-24 Transportation Expenses (Function 3600)	\$1,113,545
Less Capital Outlay (object 6XXX, Function 3600)	335,321
Less Nonagency Expenditures (Goal 7110,7150, Function 3600)	0
Estimated 60% Reimbursement	\$466,934
Less 2023-24 Transportation add-on (from LCFF Calculator)	\$198,467

2024-25 Actuals (Function 3600)

Total Revenue (Object 8590, Resource 0000)	\$217,079
Expenditures and Other Financing Uses	
1000-2999 - Certificated Salaries	0
2000-2999 - Classified Salaries	407,279
3000-3999 - Employee Benefits	305,269

4000-4999 - Books and Supplies	87,991
5000-5999 - Services and other Operating Expenditures	90,570
6000-6999 - Capital Outlay	260,166
7000-7999 - Other Outgo	0
Total Expenditures	\$1,151,275

2025-26 Budget (Function 3600)

Total Revenue (Object 8590, Resource 0000)	\$222,072
Expenditures and Other Financing Uses	
1000-2999 - Certificated Salaries	0
2000-2999 - Classified Salaries	541,415
3000-3999 - Employee Benefits	332,669
4000-4999 - Books and Supplies	65,000
5000-5999 - Services and other Operating Expenditures	150,000
6000-6999 - Capital Outlay	146,000
7000-7999 - Other Outgo	0
Total Expenditures	\$1,235,084
BALANCE (Total Available minus Total Expenditures and Other Financing Uses)	-

2026-27 Budget (Function 3600)

Total Revenue (Object 8590, Resource 0000)	\$227,072
Expenditures and Other Financing Uses	
1000-2999 - Certificated Salaries	0

2000-2999 - Classified Salaries	550,000
3000-3999 - Employee Benefits	350,000
4000-4999 - Books and Supplies	70,000
5000-5999 - Services and other Operating Expenditures	150,000
6000-6999 - Capital Outlay	0
7000-7999 - Other Outgo	0
Total Expenditures	\$1,120,000.00
BALANCE (Total Available minus Total Expenditures and Other Financing Uses)	-

Board Approval Date: pending March 10, 2026

The Transportation plan and revenue calculations were developed in accordance with Education Code Sections 39800.1 and 41850.1.

