

AMENDED IN SENATE APRIL 22, 2014
AMENDED IN SENATE MARCH 24, 2014

SENATE BILL

No. 1137

Introduced by Senator Torres

February 20, 2014

An act to add Section 41850.5 to the Education Code, relating to school transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 1137, as amended, Torres. School transportation: apportionments.

Existing law authorizes the governing board of a school district to provide for the transportation of pupils to and from school. Existing law, among other things, requires each school district or county office of education that provides transportation to receive the same home-to-school and special education transportation allowances that it received in the prior fiscal year and prohibits the transportation allowances from exceeding the prior year's approved transportation costs, increased by the amount provided in the annual Budget Act.

This bill would require the Superintendent of Public Instruction, for the 2014–15 fiscal year to the 2020–21 fiscal year, inclusive, to apportion to each school district, county office of education, entity providing services under a school transportation joint powers agreement, or a regional occupational center or program that provides pupil transportation an amount equal to a specified annually increasing percentage of its approved transportation costs for the prior fiscal year or 100% of its school transportation apportionment for the 2013–14 fiscal year, *annually* adjusted as specified, whichever is greater.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. Section 41850.5 is added to the Education Code,
2 to read:

3 41850.5. (a) Notwithstanding any other law, for the 2014–15
4 fiscal year to the 2020–21 fiscal year, inclusive, the Superintendent
5 shall apportion to each school district, county office of education,
6 entity providing services under a school transportation joint powers
7 agreement, or regional occupational center or program that provides
8 pupil transportation services either 100 percent of its school
9 transportation apportionment for the 2013–14 fiscal year, as
10 adjusted by subdivision (b), or the following amount, whichever
11 is greater:

12 (1) For the 2014–15 fiscal year, 41 percent of its approved
13 transportation costs for the prior fiscal year.

14 (2) For the 2015–16 fiscal year, 42.5 percent of its approved
15 transportation costs for the prior fiscal year.

16 (3) For the 2016–17 fiscal year, 44 percent of its approved
17 transportation costs for the prior fiscal year.

18 (4) For the 2017–18 fiscal year, 45.5 percent of its approved
19 transportation costs for the prior fiscal year.

20 (5) For the 2018–19 fiscal year, 47 percent of its approved
21 transportation costs for the prior fiscal year.

22 (6) For the 2019–20 fiscal year, 48.5 percent of its approved
23 transportation costs for the prior fiscal year.

24 (7) For the 2020–21 fiscal year, 50 percent of its approved
25 transportation costs for the prior fiscal year.

26 (b) The 2013–14 fiscal year school transportation apportionment
27 amount described in subdivision (a) shall be adjusted *annually*
28 *from the 2014–15 fiscal year to the 2020–21 fiscal year, inclusive,*
29 *by the percentage change in the annual average value of the Implicit*
30 *Price Deflator for State and Local Government Purchases of Goods*
31 *and Services for the United States, as published by the United*
32 *States Department of Commerce for the 12-month period ending*
33 *in the third quarter of the prior fiscal year. This percentage change*
34 *shall be determined using the latest data available as of May 10*
35 *of the preceding fiscal year compared with the annual average*
36 *value of the same deflator for the 12-month period ending in the*
37 *third quarter of the second preceding fiscal year, using the latest*

- 1 data available as of May 10 of the preceding fiscal year, as reported
- 2 by the Department of Finance.

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