

CALIFORNIA ASSOCIATION OF SCHOOL TRANSPORTATION OFFICIALS

STATE BOARD MEETING

LEGISLATIVE COMMITTEE UPDATE

January 25, 2014

FEDERAL ISSUES

NATIONAL REGISTRY OF CERTIFIED MEDICAL EXAMINERS

Effective May 21, 2014, medical providers who perform physical examinations for commercial drivers need to be certified and listed on the National Registry of Certified Medical Examiners. This rule went through the normal FMCSA rulemaking process. Log on to their website. They have a locator that can tell you who is currently certified. This may be a good time to determine the plans of your operation's current provider, and possibly have someone in place that is certified by this date.

CNG REBATES

The federal incentive that is a credit (or pays) dispensers of alternative fuels expired December 31, 2013. This \$0.50 per gasoline gallon equivalent has been in place since October of 2006 and has sunset and been retroactively reauthorized a couple of times in the past years. I contacted the lobbyist for NGVAmerica at the end of December to see if the Federal Budget deal had included a reauthorization of the credit. It did not, and he does not expect to see one any time soon. He further explained that if Congress tackles tax reform it will probably be eliminated along with many other tax credits. If Congress does not deal with tax reform, it must do a "tax extenders bill", and at that time the credit will be considered and likely will be continued. His indication is that Congress is generally not in support of these types of credits, but they also realize the difficulty that this might place on many industries.

STATE ISSUES

CALIFORNIA'S BUDGET

Governor Brown rolled out his January preliminary proposed budget for the 2014-15 fiscal year. There is absolutely no change for school transportation funding. School transportation funding remains under the Local Control Funding Formula (LCFF), has been funded at the same level for each school district as the prior year funding, remains an add-on to a district's base grant and is restricted for transportation use. "Maintenance of Effort" requires that you spend at least as much as the amount you receive. At least for now, if no other legislation or effort is made, school transportation funding has been permanently cut by 20% and does not receive a COLA in the future. JPAs will receive funding for only one more year (14-15).

CDE TRAN DATA

In a recent conversation with Julie Klein-Briggs, she indicated that her department will not be posting 2012-13 TRAN data that districts submitted earlier this year. She further indicated that there may not be any data collection going forward. When asked how CDE would verify "maintenance of effort" as is required by the law, she did not know how that would occur. MOE requires that districts spend at least as much as they receive for pupil transportation, and that our funding is restricted for that use. I have no idea how they would verify that without some basic data collection. We will be working with CDE to determine if they would be willing to continue some data collection, and also if they would be willing to post the 2012-13 data.

LAO STUDY

In budget trailer bill language, the Legislature directed the Legislative Analyst's Office, "On or before March 1, 2014, the Legislative Analyst's Office shall submit recommendations to the fiscal committees of both houses of the Legislature regarding revisions to the methods of funding pupil transportation that address historical funding

inequities across county offices of education and school districts and improve incentives for local educational agencies to provide efficient and effective pupil transportation services.” We heard that the report might be ready in early January, however this week the LAO office reported that it most likely will not be ready to distribute until the middle to end of February. This is a little problematic, as the deadline to submit bills to the legislature for consideration will be the same time.

CARB TRUCK AND BUS PROGRAM

Attached is the school bus guidance for this program that requires older diesel engines to be retrofitted with diesel particulate filters. As of January 1, 2014, 100% of your fleet needs to be compliant, with few exceptions. This applies to diesel buses over 14,000 # GVWR. One exception is for buses that are operated less than 1,000 miles per year. Buses that cannot be retrofitted have a delayed implementation of January 1, 2018, meaning that the bus will need to be replaced at that time, or re-powered if a compliant engine is available. A recent advisory indicated that carriers who are making efforts at compliance (have a contract for installation, etc.) can have a delayed implementation of July 1, 2014. This needs to be approved by the ARB and proof of good faith efforts need to be submitted. Some other exemptions may be available through the California Air Resources Board. Contact Lisa Jennings at 916-322-6913 for information about either of these.

SCHOOL BUS DRIVER'S DAY RESOLUTION

Annually California declares the fourth Tuesday in April as School Bus Driver's Day. This year it falls on April 22, 2014. CASTO secures a legislator to sponsor the resolution.

DL51 AND MEDICAL CARD

Attached is guidance from CDE-OST regarding changes in this area. Thanks to their dedicated work to ensure we are all receiving this information!

LEGISLATION

SCHOOL TRANSPORTATION FUNDING BILL

We are currently working with several legislators and believe that one will author school transportation funding reform. We are not sure if they will take on our existing language, make amendments before it is in bill form, or just submit a placeholder without bill language.

This is the beginning of the second year of a two-year legislative session. New bills are being introduced now and the deadline for submission will be late February, 2014.

NEW 2014 LEGISLATION

Attached are two handouts distributed by CHP and DMV informing motorists of laws that became effective January 1, 2014. On the DMV sheet is one in particular that will be of interest to us. This is AB 1047 that changes several sections of California Vehicle Code and reclassifies vehicles weighing less than 26,000# to hold a commercial Class C license. There is some conflict with regulation and CDE-OST has been working with CHP and DMV relative to the impact on school bus drivers.