



COMMUNITY EDUCATION DISTRICT COUNCIL 30

28-11 Queens Plaza North, Room 512
Long Island City, NY 11101
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CEC30.org
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Adopted this 10th day of November 2025, 2025, by the Community Education Council 30.

Resolution # 195

Resolution in Support of Better School Bus Services for NYC Students

WHEREAS, Community Education Council District 30, hereinafter referred to as 'CEC30', is committed to advocating for improved school bus services for New York City students and believes strongly in the importance of addressing issues related to school bus worker welfare; and;

WHEREAS, the NYC Department of Education provides busing service to approximately 150,000 students annually in both public and non-public schools;¹

WHEREAS, in just the first weeks of the 2025-2026 school year, there were 4,476 no-shows and 8,068 reported bus delays and breakdowns, with delays comprising 7,629 incidents and 439 breakdowns in September alone;²

WHEREAS, during the 2024-2025 school year, 74% of all DOE buses faced delays, with 94% of those delays lasting over an hour, predominantly on routes serving students with disabilities;³

WHEREAS, the NYC School Bus GPS tracking app, launched in 2019 and rolled out citywide in 2024, has proven unreliable, with approximately 25% of bus drivers still not signed up for the program as of January 2024, leaving families unable to track their children's buses;⁴

WHEREAS, the GPS tracking app does not provide actual school arrival times or boarding times, resulting in students sitting in idling buses for extended periods without families being aware;⁵

WHEREAS, many school buses lack functional air conditioning, creating dangerous conditions during heat waves and making buses unbearable during Summer Rising programming, with students with disabilities particularly vulnerable to heat-related health emergencies;⁶

WHEREAS, the lack of air conditioning and extended bus delays create selective access to safe transportation based on IEP accommodations, leaving many students without climate control protections exposed to harmful conditions;⁷



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WHEREAS, students who rely on these services are regularly met with bus delays, route confusion, and inconsistent service, causing anxiety for families and loss of learning for students;

WHEREAS, 65% of students who receive yellow bus service are students with disabilities, making them nearly twice as likely to rely on school transportation and disproportionately harmed by service failures;⁸

WHEREAS, students experiencing homelessness have federally protected transportation rights under the McKinney-Vento Act,⁹ yet chronic bus failures force families to choose between maintaining school stability and managing temporary housing crises;¹⁰

WHEREAS, bus delays and failures directly contribute to chronic absenteeism, with students losing hundreds of hours of instructional time annually, deepening educational inequities for our most vulnerable learners;¹¹

WHEREAS, families of students with disabilities report bus routes lasting over two hours each way, causing physical distress, medical emergencies, and educational harm;¹²

WHEREAS, the DOE relies on bus companies to self-report delays and service failures, resulting in severe underreporting of problems, with complaint records showing at least 24 separate delays on a single route in one year that never appeared in the DOE's public performance data;¹³

WHEREAS, the current 45 year-old contracts exclude afterschool programming during the regular school year and limit Summer Rising transportation to 3 PM departures only, with bus rides often lasting nearly two hours, forcing families to choose between: (1) having their child leave at 3 PM and spend up to two hours on a hot bus, arriving home around 5 PM and missing the enrichment portion of the program entirely, (2) arranging their own pickup at 5 PM after enrichment ends, or (3) forgoing the program entirely, thereby denying working families access to critical summer programming;^{14, 15}

WHEREAS, this transportation gap disproportionately impacts students with disabilities, with 100% of District 75 schools citing lack of bus transportation as a major barrier to afterschool participation, and creates systemic inequitable access to enrichment opportunities for all students who rely on yellow bus service;¹⁶



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WHEREAS, since 1979, over 70% of bus contracts are in their original form and have been extended year after year to protect the inclusion of Employee Protection Provisions (EPPs), which provide job security and benefits to school bus drivers;

WHEREAS, GPS tracking technology had to be mandated separately by City Council legislation in 2019 and implemented through a costly separate \$36 million contract with Via, demonstrating that the 45 year-old bus contracts are so outdated they cannot accommodate basic modern technology requirements that should be built into service contracts from the start;¹⁷

WHEREAS, to meet the needs of all students, these contracts need to be rebid to include expansion of services for afterschool programming, Summer Rising, and/or weekend programs, and allowing for community collaboration in the redesign of the contracts;

WHEREAS, the bills address the detrimental effects caused by the removal of the Employee Protection Provision (EPP) in 2013, which led to instability in employment, wage reductions, and loss of benefits for school bus workers, directly impacting their livelihoods and the quality of services provided to students;

WHEREAS, without State legislative changes to allow inclusion of EPPs in the rebid process, a bus strike that will cause undue challenges for families and harm to students is extremely likely;

WHEREAS, Senate Bill S1018, sponsored by Senator Robert Jackson, and Assembly Bill A8440, sponsored by Tony Simone, preserves EPP wages and benefits for school bus workers in cities with populations exceeding one million;

WHEREAS, S1018/A8440 seeks to prioritize the retention and hiring of experienced school bus drivers, mechanics, and attendants, which will ensure a more stable and reliable transportation system for NYC students;

WHEREAS, the provisions of the bill will help mitigate labor shortages in the school bus industry, a critical issue that relies on efficient and safe transportation for students, particularly in New York City where such services are essential to the education system's function;

WHEREAS, by stabilizing employment and ensuring the hiring of experienced personnel, this Bill will help maintain high safety standards, contributing to the overall well-being of students who depend on school buses for transportation to and from school;



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WHEREAS, because the current bus contracts are 45 years old, Emergency Contracts are being proposed and voted on by the Panel for Education Policy in monthly and bi-monthly extensions, which are not sustainable;

WHEREAS, while the State legislature works on implementing S1018/A8440, the Panel should not extend these old contracts beyond August 2026;

THEREFORE, BE IT RESOLVED, that New York State Senate and Assembly members prioritize student transportation reform and uphold their commitment to educational equity by passing Senate Bill 1018 and Assembly Bill 8440, and the Governor to sign the bill into law; and

BE IT FURTHER RESOLVED, that the Panel for Education Policy not extend the current busing contracts beyond August 2026, and negotiate the shortest possible extension of outdated school bus contracts, so that the DOE can rebid the bus contracts and work to modernize and improve yellow bus service as soon as possible.

FOOTNOTES:

1. City Limits, "A New School Year is Here—And So Are School Bus Delays," September 2025, <https://citylimits.org/a-new-school-year-is-here-and-so-are-school-bus-delays/>
2. Ibid.
3. NYC Public Advocate, "Air-conditioning in NYC Public School Buses: An Urgent Need," 2025, <https://advocate.nyc.gov/blog/air-conditioning-in-nyc-public-school-buses-an-urgent-need>
4. Chalkbeat New York, "NYC says its long-awaited school bus GPS app is available citywide. There are caveats," January 19, 2024, <https://www.chalkbeat.org/newyork/2024/01/19/school-bus-tracking-app-ready-four-years-later/>
5. INCLUDEnyc, "NYC Council's Committees on Education and Contracts on School Bus Transportation," September 30, 2024, <https://includenyc.org/news/in-the-media/testimony/nyc-councils-committees-on-education-and-contracts-on-school-bus-transportation/>
6. NYC Public Advocate, "Air-conditioning in NYC Public School Buses: An Urgent Need," 2025, <https://advocate.nyc.gov/blog/air-conditioning-in-nyc-public-school-buses-an-urgent-need>
7. Ibid.
8. New York Legal Assistance Group, "OCR Complaint: Busing for Students with Disabilities in NYC," October 2023, <https://nylag.org/wp-content/uploads/2023/10/OCR-Complaint-Busing-for-Students-with-Disabilities-in-NYC.pdf>
9. McKinney-Vento Homeless Assistance Act, 42 U.S.C. § 11432(g)(1)(J), as amended by the Every Student Succeeds Act of 2015
10. Advocates for Children of New York, "AFC & the ARISE Coalition Testify on School Transportation," September 30, 2024 <https://advocatesforchildren.org/policy-resource/afc-the-arise-coalition-testify-on-school-transportation/>
11. City Limits, "A New School Year is Here—And So Are School Bus Delays," September 2025, <https://citylimits.org/a-new-school-year-is-here-and-so-are-school-bus-delays/>



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12. Gothamist, "Her son was stuck on a school bus for 3 hours. NYC data says the delay never happened," <https://gothamist.com/news/her-son-was-stuck-on-a-school-bus-for-3-hours-nyc-data-says-the-delay-never-happened>
13. Ibid.
14. NYC Department of Education, "Summer Rising Transportation," 2025, https://enrollmentsupport.schools.nyc/app/answers/detail/a_id/3691/~~/summer-rising-transportation;
15. NYC City Council Committee on Education, "Transportation arrangements for Summer Rising participants," March 13, 2025, <https://citymeetings.nyc/meetings/new-york-city-council/2025-03-13-1000-am-committee-on-education/>
16. NYC Comptroller Brad Lander, "Stranded After School: Advancing Equity & Transportation Access for Students with Disabilities," 2025, <https://comptroller.nyc.gov/reports/stranded-after-school/>
17. School Transportation News, "GPS and Parent Apps are Coming to New York City," November 11, 2019, <https://stnonline.com/news/gps-and-parent-apps-are-coming-to-new-york-city-school-buses/>

Adopted this 10th day of November 2025, 2025, by the Community Education Council 30.

All CEC 30 members were present and voted in favor:

Victoria Medelius
Whitney Toussaint
Linda Chung-Leung
Laura Simpson
Marlene Rossi
Nahounha Alexandre
Alexis Kaloyanides
Danielle LoPresti Lee
Estela Nguema
Nadeea Saeed
Xochitl Garcia-Cohen
Kayla Spence