



## COMMUNITY EDUCATION COUNCIL DISTRICT 30

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### RESOLUTION # 207

#### **Accessible Transportation for All: Prioritizing Equity for Students With Disabilities - A Resolution for Change**

**Sponsor:** Estela Nguema

**Co-Sponsors:** Laura Simpson; Xochitl Garcia; Marlene Rossi; Alexis Kaloyanides

WHEREAS, students with disabilities have the inherent right to equal access to education, requiring transportation that is safe, reliable, neurosensory-sensitive, and of the highest quality under the Individuals with Disabilities Education Act (IDEA)<sup>1</sup>, Section 504 of the Rehabilitation Act of 1973 (Section 504)<sup>2</sup>, the Americans with Disabilities Act (ADA)<sup>3</sup>, the Every Student Succeeds Act (ESSA)<sup>4</sup>, and Title VI of the Civil Rights Act of 1964 (Title VI)<sup>5</sup>; and

WHEREAS, many current NYC school bus contracts are 45 years old, fail to align with contemporary needs, and Chancellor's Regulation A-801<sup>6</sup>, which governs general pupil transportation, is severely outdated and in need of immediate update; and

WHEREAS, CEC 30 Resolution 195<sup>7</sup> documents that systemic busing failures require immediate, enforceable remedies regardless of contractual cycles; and

WHEREAS, NYC Public Schools (NYCPS) reduced the private transportation contract to three years as an emergency measure but has provided no subsequent plan for families, while 15% of public school students — 7.5 million nationwide — receive special education services under IDEA<sup>1</sup> and depend on compliant on compliant transportation<sup>8</sup>; and

WHEREAS, the Panel for Educational Policy (PEP) on April 29, 2026, reviewed the Five-Year Capital Plan for new school construction and program expansion, and capital investments approved by PEP cannot fulfill their ESSA/IDEA mandate if students with disabilities cannot physically access them due to transportation failures; and

WHEREAS, the City Comptroller found that despite \$50 million in contracts to Via Transportation since 2021, DOE has failed to implement promised routing software and hold the vendor accountable, forcing continued reliance on a 1994 routing system unsupported for over a decade<sup>13</sup>; and

WHEREAS, on April, 2026, the Office of Pupil Transportation (OPT) announced a Ridership Tracking Pilot Program using QR code Bus Passes for students on NYCBUS routes, acknowledging that real-time boarding/exit data for parents is feasible and necessary for safety, yet the pilot excludes students on all other bus companies and lacks GPS integration, IEP service compliance, or penalties for for non-performance<sup>11</sup>; and

WHEREAS, families report that 45-year-old privatized contracts have created fragmented accountability, where no single entity is responsible for GPS compliance, driver training, fleet maintenance, or IEP adherence, resulting in misaligned financial incentives siloed data systems that prevent real-time parent notification, and workforce turnover that jeopardizes safety for students with complex disabilities, as documented within a 2025 Report “Routing our Children’s Futures: Reenvisioning a 21st Century School Transportation System”<sup>12</sup>;

NOW, THEREFORE, BE IT RESOLVED, that CEC 30 requests NYCPS, in collaboration with the Mayor’s Office and with the direct involvement of parents of students with disabilities, to reconvene a Pupil Transportation Advisory Commission (PTAC) as a permanent body subject to the Open Meetings Law, composed of parents of general education students and parents from multilingual families; students; parent leaders from Community Education Councils (CECs) and the Chancellor’s Parent Advisory Council (CPAC); bus workers and their union representatives; and parent advocacy organizations, including Parents to Improve School Transportation (PIST); and disability rights advocates; and to develop a comprehensive, publicly available study regarding current bus transportation services with specific focus on quality, equity, and the unique needs of neurosensory and multiply disabled students, to ensure full compliance with all relevant laws; and

BE IT FURTHER RESOLVED, that CEC 30 recommends NYCPS use the recommendations provided by the aforementioned PTAC transportation study to deliver the most efficient and cost-effective services for students with disabilities; and

BE IT FURTHER RESOLVED, that whether transportation remains privatized or transitions to full public control by NYC Public Schools, CEC 30 calls on NYCPS to adopt the following as guiding operational standards<sup>9</sup>:

#### 1. IEP Compliance

CEC 30 calls on NYCPS to fully implement all IEP-mandated transportation accommodations at no cost to families, per NYS Education Law §3635<sup>10</sup>, including:

- Curb-to-school or door-to-door busing
- Transportation paraprofessionals

- Travel time caps of 60 minutes in-borough and 90 minutes out-of-borough, with exceptions documented and approved by the IEP team only
- Medical and nursing services as IEP-mandated
- Specialized transportation assistant services (“porter services”)

## 2. Program Equity

CEC 30 calls on NYCPS, the Office of Pupil Transportation, and City Council to guarantee busing for all city-funded programs including:

- After-school activities
- Summer programs including Summer Rising and DREAM
- Weekend programs including Weekend Academy

## 3. Fleet Standards

CEC 30 calls on NYCPS to ensure all buses serving students with disabilities include:

- Fully functional, climate-controlled heating and air conditioning systems year-round
- Sensory-friendly features including state-of-the-art noise-reducing materials, calming visual environments, and individual lighting controls
- Adaptive seating options, including specialized seatbelts, harnesses, and positioning devices
- Modern, inspected wheelchair lifts, ramps, and securement systems
- Real-time GPS tracking, high-definition video cameras, and a full complement of staff on every bus route
- NYCPS-certified training for all drivers and matrons on disability awareness, crisis management protocols specific to neurosensory and multiple disabilities, and effective communication strategies, with training completion tied to employment

## 4. Accountability, Transparency & Technology

CEC 30 requests the following from NYCPS, OPT, and City Council:

- Monthly public reports on NYC Open Data covering delays, on-time performance, staffing, vendor scorecards showing violations and penalties assessed, and non-PII summary data on unresolved cases affecting students with disabilities
- That GPS data serve as the sole source of truth for on-time performance, with aggregated, non-PII on-time performance data by vendors published monthly on NYC Open Data, and that real-time GPS tracking and tap on/tap off boarding data be available to families of students on that route only via the NYC School Bus App or SMS
- A modern route optimization and predictive maintenance pilot for buses serving students with disabilities, using current industry technology, with non-PII data and outcomes published
- That upon public review of the April 2026 Ridership Tracking Pilot data, tap on/tap off technology be expanded citywide as soon as feasible, providing real-time parent notification; and that future vendor contracts include penalties for failure to log board and exit data, with compliance rates published on NYC Open Data

- Timely family notification of route mergers or changes
- Student OMNY cards for all students and rideshare vouchers for curb-to-curb students when bus failures result in extended delays or missed medical or program access
- That complaints be acknowledged, investigated, and resolved in a timely manner, with non-PII data posted to NYC Open Data
- NYCPS safety audits and prompt substitute bus assignment for buses with repeated breakdowns, with such buses not returning to service until NYCPS-certified; and

BE IT FURTHER RESOLVED, that CEC 30 requests NYCPS conduct a feasibility study and begin planning regarding a potential transition to full public control of school transportation, with goals that include establishing workforce stability through direct employment, civil service protections, competitive wages, benefits parity, and a career ladder; aligning fleet purchasing with IEP-mandated accessibility requirements; and integrating student tap on/tap off data, GPS, and routing technology under one publicly auditable system consistent with the operational standards above; and

BE IT FURTHER RESOLVED, that CEC 30 requests NYCPS issue public benchmarks at 6, 12, and 24 months to measure workforce stability metrics, including staff retention, training completion rates, and IEP service compliance. CEC 30 recommends that any transition plan maintain or enhance all existing IEP-mandated transportation services as required by law; and

BE IT FURTHER RESOLVED, that CEC 30 recommends NYCPS, the OPT, and the City Comptroller review and strengthen contract bidding and labor standards for all current and future transportation services to prioritize workforce stability as the primary measure of service quality and student safety; and

BE IT FURTHER RESOLVED, that CEC 30 requests the establishment of a structured process for incorporating student and parent voice in contract development, with parents of students with disabilities and student leaders serving as voting representatives in contract discussions, evaluation, and vendor selection; and

BE IT FURTHER RESOLVED, that CEC 30 calls on the Chancellor to update Chancellor's Regulation A-801 to reflect current law and the operational standards outlined in this resolution; and

BE IT FINALLY RESOLVED, that this resolution be transmitted with urgency to Mayor Zohran Mamdani, Chancellor Kamar Samuels, Governor Kathy Hochul, and all New York City Council members.

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**References:**

1. Individuals with Disabilities Education Act (IDEA) (last accessed April 11, 2026)

2. Section 504 of the Rehabilitation Act of 1973 (last accessed April 11, 2026)
3. Americans with Disabilities Act (ADA) (last accessed April 11, 2026)
4. Every Student Succeeds Act (ESSA) (last accessed April 11, 2026)
5. Title VI of the Civil Rights Act of 1964 (last accessed April 11, 2026)
6. NYC Chancellor's Regulation A-801 (last accessed April 11, 2026)
7. CEC 30 Resolution 195 (last accessed April 11, 2026)
8. NCES: Students with Disabilities Data (last accessed April 11, 2026)
9. NYC DOE Transportation Rights (last accessed April 11, 2026)
10. NYS Education Law §3635 (last accessed April 11, 2026)
11. OPT Ridership Tracking Pilot Program, April 2026 (last accessed May 4, 2026)
12. Routing Our Children's Futures: Reenvisioning a 21st Century School Transportation System, NYCPS, 2025
13. NYC Comptroller, "Calls for Major School Bus System Overhaul," 2026 (last accessed May 22, 2026)

**Adopted this 8<sup>th</sup> day of June, 2026, by CEC 30.**

**Rollcall:**

Linda Chung-Leung: IN FAVOR  
Xochitl Cohen-Garcia: IN FAVOR  
Alexis Kaloyanides: IN FAVOR  
Danielle Lopresti-Lee: IN FAVOR  
Victoria Medelius: IN FAVOR  
Estela Nguema: IN FAVOR  
Marlene Rossi: ABSENT  
Nadeea Saeed: IN FAVOR  
Laura Simpson: EXCUSED ABSENT  
Kayla Spence: IN FAVOR  
Whitney Toussaint: IN FAVOR