

Foster Care Transportation Plan

Point of Contact: Mr. Griffin

520 790-8400

2. Transportation during the BID process

Griffin Foundation's assigned Foster Care Point of Contact will collaborate with the local CWA upon receiving notice that a child is in foster care. Griffin will ensure that the child remains in his or her school of origin throughout the Best Interest Determination process. During that time, Griffin and the CWA will work together to provide transportation to the student's school of origin. Transportation options include current, maintained bus routes, foster care parent travel and reimbursements, or continued transportation via another LEA program such as SPED/IDEA. Transportation during the BID process differs from transportation after the BID outcome because the child will remain in the school of origin. Griffin will ensure that a child in foster care remains in his or her school of origin while any disputes regarding transportation costs are being resolved. (See ESEA sections 1111(g)(1)(E)(i) and 1112(c)(5)(B)(i))." (Non-Regulatory Guidance: Ensuring Educational Stability for Children in Foster Care).

3. Transportation Plan for Children in Foster Care to their School of Origin

After the BID process is completed and if Griffin Foundation is the school of origin and the student remains within the district, the foster care POC will ensure that the LEA will continue to transport this child in the same manner as the rest of their students. For instance, at Griffin, the foster care caregiver or other responsible adult is allowed to transport the child in foster care to the school site.

For students whose school of origin is outside of the LEA, Griffin will collaborate with the local CWA to provide, arrange, and fund transportation to that school. Transportation options

include current, maintained bus routes, foster care parent travel and reimbursements, or continued transportation via another LEA program such as SPED/IDEA.

The goal is to ensure that a child in foster care needing transportation to the school of origin will promptly receive transportation in a cost-effective manner and in accordance with section 475(4)(A) of the Social Security Act (42 U.S.C. 675(4)(A)). Griffin funding sources include McKinney Vento funds, and Transportation M&O funds. The LEA and CWA will utilize cost effective means of existing bus routes, bus tickets, mileage reimbursements, outside transportation companies or, if available, or create bus routes to meet the transportation needs of students in Foster Care.

Griffin will provide academic support during the implementation of transportation during the BID process including but not limited to access to online platform to conduct schoolwork, schoolwork sent home with students, etc.

4. Foster care transportation additional costs

If the student is out of school boundaries, Griffin will request the CWA share the cost. The determination of one of the means of transportation listed above will be determined by the wishes of the foster family, the CWA, the distance and time required for travel, and the wishes/safety of the child. The CWA will be asked to cover additional costs defined as “the difference between what an LEA otherwise would spend to transport a student to his or her assigned school and the cost of transporting a child in foster care to his or her school of origin.”

Griffin will ensure that additional costs incurred in providing transportation to maintain children in foster care in their schools of origin, and will provide transportation to the school of origin if— (I) the local child welfare agency agrees to reimburse the local educational agency for the cost of such transportation; (II) the local educational agency agrees to pay for the cost of such transportation; or (III) the local educational agency and the local child welfare agency agree to share the cost of such transportation; ...”

Griffin will ensure transportation to the school of origin should there be additional costs. Additional costs incurred in providing transportation to the school of origin should reflect the difference between what an LEA otherwise would spend to transport a student to his or her assigned school and the cost of transporting a child in foster care to his or her school of origin.” (Non-Regulatory Guidance: Ensuring Educational Stability for Children in Foster Care.

The best transportation mode would be provided based on consultation with the CWA, families if applicable, and the old/new school foster care points of contact. The business manager would also make arrangements for how reimbursement would be collected. The transportation modes that Griffin can access include an activity van, parent transportation, staff transportation, bus passes, and third party-vendors. Reimbursement will be sought from the CWA for any mileage over 5 miles one way.

7. Describe the circumstances that would trigger the LEA to solely provide transportation *

The LEA would solely provide transportation if the student resides in its existing transportation boundaries. The best transportation mode would be provided based on consultation with the CWA, families if applicable, and the old/new school foster care point of contact staff. The business manager would also make arrangements for how reimbursement would be collected if needed. The transportation modes that Griffin can access include an activity van, parent transportation, bus passes, and third party-vendors. Reimbursement will be sought from the CWA for any mileage over 5 miles one way. There isn't a set number of dollars that would trigger the LEA to solely provide transportation as Griffin will solely provide transportation if the student resides in its existing transportation boundaries.

8. Describe the circumstances that would trigger the LEA to agree to share the cost with the CWA *

Griffin would agree to share transportation costs with the CWA if one of their students is in foster care and is being transported to another school, outside of the district boundaries. The best transportation mode would be provided based on consultation with the CWA, families if applicable, and the old/new school staff. The transportation modes that Griffin can access include an activity van, parent transportation, bus passes, and third party-vendors. Reimbursement will be sought from the CWA for any mileage over 5 miles one way. There isn't a set number of dollars that would trigger the LEA to solely provide transportation as Griffin will solely provide transportation if the student resides in its existing transportation boundaries. The cost-sharing agreement will be a collaboratively developed MOU with the CWA and outlines when and how much Griffin agrees to share the cost of transportation with the CWA (i.e. LEA does the AM route and CWA does the PM route, LEA and CWA each agree to provide a set percentage of the transportation, LEA and CWA both agree to pay a certain percentage of the cost of the transportation).