

**PORTLAND PUBLIC SCHOOLS**  
**OFFICE OF OPERATIONS**

**Date:** June 18, 2020  
**To:** School Board  
**From:** Dan Jung, 06 0h

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home to school  
for more than 7,000 students. This number has been as high as 7,600

attend schools across a wide area including Clackamas,

has expanded DLI services to several HS clusters. We have provided yellow bus services to both Grant and Madison during their HS modernization projects. We have added services into Lincoln as the Forest Heights neighborhood moved away from shuttle services to the MAX station. The Access program has increased enrollment and added a second campus. These additions have increased our GT (big bus) routes from 96 to 131.

As we have struggled to recruit and retain DOT/ODE certified yellow bus drivers, this has had an inverse effect on the number of ST (small bus) routes we are able to staff. First Student had 92 small bus routes in 2013-14; the past two years they have had 46. PPS has gone from 64 to 76 in an attempt to meet the need, but we also struggle to get CDL drivers.

From the SPED side, there has been an increase in students being identified with more intensive needs for instruction and supports. Students are being placed in out of district programs and sites, and they come from all over the district making it hard to be efficient in routing. Title X students continue to increase. With less drivers available, Student Transportation has had to look to other providers and vehicles in order to meet the growing number of transportation requests.



All of these factors have impacted Student Transportation's ability to schedule transportation services for students using traditional yellow bus and drivers. The growth in students transported by cabs has gone from 72 students to over 250 in the last five years. In that timeframe, we have gone from 3 main contractors to now having contracts with 20 individual companies. Some of these companies are small, minority owned and have 1-5 vehicles and drivers. Some are big vendors like Broadway and Radio.

Each contract is a spend up contract and there is no guarantee of work. We bid each of our trips separately, looking for the lowest bid that meets our students' needs. The increase in vendors has helped us to ensure that we have enough capacity for our requests and that we have competition to keep rates down as much as possible. Each of the drivers and vehicles must meet ODE standards and requirements and each driver passes a PPS/ODE background check, attends a 4 hour class at PPS Transportation and takes a writing and driving test before they are certified. We do our best to ensure they are getting the same safe driver with these vendors as with our school bus drivers.

Year	Budget	SPED Expenses	GT Expenses	Amount
14_2015	\$1,031,000.00	\$854,871.65	\$29,051.76	\$883,923.41
15_2016	\$1,031,000.00	\$1,000,770.68	\$21,803.10	\$1,022,573.78
16_2017	\$1,031,000.00	\$1,431,096.35	\$70,456.90	\$1,501,553.25
17_2018	\$1,031,000.00	\$1,880,627.46	\$351,577.31	\$2,232,204.77
18_2019	\$1,031,000.00	\$1,982,063.33	\$322,941.16	\$2,305,004.49
19_2020	\$1,031,000.00	\$1,431,996.49	\$209,330.63	\$1,641,327.12

Student Transportation will always look to provide a safe, effective and cost efficient model of transportation services. As we struggle with drivers and the ever expanding demand on our resources, cabs will continue to be part of our system. It is our hope though, that we will be able to lessen our reliance on them and move back towards yellow bus routes in the future.