

Joint Intergovernmental Committee and
Facilities and Operations Committee
Meeting
Wednesday, March 22, 2023 1:00 PM

Dr. Matthew Prophet Education Center -
Windows Cafeteria / Conference Room (Floor
2)
501 N. Dixon St.
Portland, OR 97227

Agenda

1. 1:00 pm - Legislative Update (Intergovernmental Committee)
2. 1:30 pm - Work Force Development Center Proposal (Joint Committees)
3. 2:00 pm - Supplemental Transportation Plan (Facilities and Operations Committee)
4. 2:30 pm - Adjourn
5. Public Comment - 5 two-minute spots To sign up, email PublicComment@pps.net or call 503-916-3741. Topics must be related to an item on the agenda.



FORWARD
TOGETHER

Intergovernmental Committee

Legislative Update

March 2023

Key Legislative Dates

- March 17: First Chamber Work Session posting deadline
- April 4: First Chamber Deadline
- Late March - early April: Co-Chairs Budget Framework Released
- May 5: Second Chamber Work Session posting deadline
- May 17: Revenue Forecast
- May 19: Second Chamber deadline
- Late May - early June: Budget bills begin to move
- June 25: Constitutional sine die

Advocacy Days

- March 15: COSA
- March 27: HB 5015 (State School Fund Bill) and HB 3198/HB 3454 (Early Literacy) Public Hearings at the Capitol
- April 8: Joint Ways and Means Co-Chair listening session at PCC
- April 12: Student Day of Action
- Late April - early May: PTA advocacy day

PPS Bills

- **House Bill 3227: Modifications to the Custodians' Civil Service Law**
 - Public Hearing held on February 27
 - Work Session scheduled for March 27
- **House Bill 3221: Local Option Levy limit**
 - Work session held on February 27 to move the bill to House Revenue Committee
 - Still awaiting public hearing and work session in House Revenue Committee
 - Getting more sponsors & encouraging PPS delegation to request a public hearing

Bills We've Supported

Bill Number	Description	Status
<u>HB 2739</u>	CSL Calculation	Work Session scheduled 3.22.23
<u>SB 531</u>	Summer Learning Programs	Referred to Ways and Means
<u>HB 2395</u>	Opioid Harm Reduction Omnibus Package	Senate Healthcare Committee
<u>HB 2055</u>	Streamlines cooperative procurements	House Business Committee
<u>HB 2708</u>	Establishes Classified Employees week	Heading to Senate Floor
<u>HB 3030</u>	Healthy Meals for All Task Force	Work Session scheduled 3.22.23
<u>HB 3016</u>	Establishes Community Green Infrastructure Grant Program. Establishes Community Green Infrastructure Fund.	Referred to Ways and Means
<u>HB 2240</u>	Exempts from health care interpreter requirements individuals providing services as employees or contractors of school districts, public charter schools and education service districts.	Referred to Senate Education

Bills We've Supported

Bill Number	Description	Status
<u>SB 421</u>	Establishes Youth Advisory Council	Work Session scheduled 3.30
<u>HB 2979</u>	ODA Bill - CTE Grants	Work Session scheduled 3.22
<u>HB 2049</u>	Strengthening Cybersecurity	Referred to Ways and Means
<u>HB 3201</u>	Expanding Broadband Access	Heading to the Floor
<u>HB 3205</u>	Hiring and retention bonuses	Work Session scheduled 3.27.23
<u>SB 854</u>	Climate Education	Work Session scheduled 3.30.23
<u>HB 3014</u>	School Transportation/Bike Bus Bill	Work Session scheduled 3.29.23
HB 5014	Farm to School Grant - full funding at \$10.2 million	Public Hearing 3.23
HB 2001	Housing package - includes support for houseless youth	Passed out of House & Senate
<u>HB 3199</u>	Modifying Middle School PE Minute Requirements	Work Session 3.22

Upcoming Bills we will support

Bill Number	Description	Status
<u>HB 5015</u>	State School Fund	Public Hearing scheduled for 3.27
<u>HB 3198/HB 3454</u>	Early Literacy Bills	Public Hearing scheduled for 3.27
<u>SB 1050</u>	Preparing Oregon Teachers to teach Ethnic Studies	Public Hearing scheduled for 3.30
HB 2895	Removes cap on Special Education funding	Public Hearing scheduled for 3.27

Thank you.



A New, Culturally Specific Workforce & Business Development Center in Portland, Oregon Focused on Construction, Manufacturing, Architecture, Engineering, and Entrepreneurship

The Vision: People of color will be overrepresented in the AEC industries and entrepreneurship from apprentice to CEO.

Once built, The Center will provide state-of-the-art training and networking space, bringing together jobseekers who have been historically excluded from the highlighted sectors, emerging businesses and entrepreneurs often locked out of economic opportunities and other supports, union and non-union apprenticeship programs, and experienced businesses to provide connections and mentorship.

This innovative project is a one-stop shop where people of color and other historically marginalized community members can access a variety of culturally specific training and supports. The Center also capitalizes on the billions of dollars that are available (or will be soon) at the federal, state, and local levels to support infrastructure, including President Biden's \$1.2 trillion Infrastructure Investment and Jobs Act. This project is long overdue in our state, and ensures available funding reaches the intended populations via a project *led by and for* people of color. This also means people of color will have the chance to see individuals from their same cultural background in leadership roles at the Center and in action among Portland's business community.

Further, the 2021 State of Oregon Employment Department Occupation Report estimated there will be over 20,000 high-wage, construction field job vacancies throughout Oregon from 2020 to 2030. The Center creates a much-needed, vital pipeline of workers who can support massive infrastructure projects occurring in Oregon, including long-term projects to reinforce our public buildings, bridges, and roads to withstand natural disasters.

The Key Project Leaders: The three creating organizations are well-known leaders in the workforce development field in Oregon. They have strong relationships built on decades of trust and successful delivery of services to individuals from communities of color, and each organization brings a unique lens and type of experience to the project. Partner profiles are provided below.

National Association of Minority Contractors – Oregon (NAMC)	Portland Opportunities Industrialization Center (POIC)	Black Business Association of Oregon (BBAO)
<p>NAMC-Oregon has a staff of nine employees, an active board of directors, and a cadre of consultants and advisors available to assist with the effort to get firms prepared and ready to work. In addition, NAMC has a large membership of certified and non-certified firms in the design and construction trades, while also serving as a consultant to a broad array of different organizations. As a consultant, NAMC provides equity analysis focusing on racial and economic justice related to capital improvement projects and housing developments, including policies, project forecasting, procurement, equity plan creation and implementation, project administration, and reporting. NAMC also provides training and education through the NAMC-University program to ensure that the membership of minority-owned businesses has the capacity and ability to serve on even the most demanding construction projects.</p> <p>Learn more about NAMC here.</p>	<p>POIC has been creating economic opportunities for Portland’s communities of color for over 50 years. Today, POIC supports and trains more than hundreds of community members each year, helping them become work-ready and placing them into living-wage careers in a variety of industries through long-standing partnerships in all sectors.</p> <p>POIC achieves a job placement and retention rate around 90% among trainees served after program graduation. Each trainee also has access to important wraparound services such as food, housing, counseling, and more.</p> <p>Across the organization, POIC serves around 3,000 individuals annually at 12 service locations.</p> <p>Learn more about POIC here.</p>	<p>The BBAO’s services help new and established businesses achieve their goals for the betterment of Oregon as a whole. The BBAO has 700 Black-owned businesses on its contact list and nearly 80 Black-owned businesses on its membership roster.</p> <p>Services offered by The BBAO include business retention and expansion supports, entrepreneurial development, workforce development, and Black business recruiting.</p> <p>The BBAO is also developing a Regional Dashboard of Black Prosperity. The dashboard will measure key metrics that track the economic state of Black residents in the region. The dashboard will also analyze trends and produce public reports. This will be an important tool informed by and utilized at the Center.</p> <p>Learn more about The BBOA here.</p>

The Need & Community Benefit: We can offer the following benefits exclusive to Portland Public School (PPS) students at the Center:

- Current PPS students are exposed to the AEC industries and entrepreneurship opportunities.
- PPS Career Days that focus on a different industry each quarter where students can visit the Center to meet prominent business leaders in the community including CEOs and Directors.

- All PPS graduates gain direct entry and enrollment into training courses.

Overall, the Center responds to critical and urgent problems within the construction, manufacturing, architecture, and engineering sectors expressed by jobseekers and businesses alike. The pandemic and its continued impacts have dramatically heightened these problems by magnifying historical and structural inequities faced by workers of color, immigrants, those with a high school diploma or less, and other historically excluded populations. Just a few of these challenges include:

1) Barriers for Jobseekers from Underserved Communities

- Absence of a comprehensive system to connect marginalized community members to employers and *sustain these connections*.
- A scarcity of culturally specific resources tailored to teach and support BIPOC jobseekers.
- Cultural, financial, and personal barriers that prevent marginalized community members from entering trade school programs.
- Lack of exposure to diverse career opportunities among Black, Latinx, Indigenous, and Asian Pacific Islander, and individuals from low-income communities.
- Lack of access to culturally specific mentors and coaches to support jobseekers entering the workforce, and that spans readiness, training, placement, and retention.

2) Challenges Experienced by Diverse, Emerging Businesses

- Lack of access to technical assistance services such as bookkeeping, legal, marketing, and more.
- Lack of access to wraparound services like affordable housing, transportation, mental health counseling and more that are vital to entrepreneurs' and business owners' ultimate success.
- Very few opportunities to receive mentorship from established businesses or professionals in their sector, especially among established BIPOC-owned businesses.
- Lower visibility of BIPOC contractors and BIPOC-owned firms due to a system heavily influenced by implicit bias and historically racist policies and systems.
- Lack of connections within the construction industry and with "primes" that can help contractors and firms land high-paying jobs and contracts.
- Financial barriers that prevent entrepreneurs and businesses from launching, growing, and thriving. People of color are much more likely to live in poverty. This affects their ability to use their savings and assets to self-finance, to qualify for bank loans, and to undertake entrepreneurial ventures, such as starting their own construction firm.
- Systemic barriers that prevent many BIPOC contractors and construction firms from submitting bids and/or being awarded projects. This includes a lack of capacity to respond to time-consuming and complicated RFPs, an inability to meet contracting requirements (such as insurance obligations), and more.

The Details: The Center will be 50,000 square feet – 30,000 square feet dedicated to training for jobseekers and 20,000 square feet reserved for office spaces for emerging and established businesses. The training spaces will include sections for welding, plumbing, HVAC, carpentry, and electrical, along with a design studio, classrooms, and a computer center. There will also be a daycare center available to trainees to remove participation barriers

related to a lack of access to childcare.

The office space will include small and large rentable working spaces, various conference rooms, a second computer center, and a large networking and break room shared with trainees. Outside the building, there will be ample parking available as well as nearby access to public transportation. The final location of The Center is pending, though we have been working with partners locally to discuss and vet several available, potential locations.

The Programming: We estimate The Center will serve around 200 trainees each year. Ultimately, The Center will provide a pipeline of both employees and jobs for BIPOC community members. Programming options available at The Center will be varied and comprehensive, including:

- Mentorship and Network Building – The Center will have a shared networking space for trainees and existing businesses. There will also be opportunities for trainees to receive sector-specific mentorship.
- Culturally Specific Incubator for Workforce Development – The Center will provide opportunities for individuals to meet with and learn from industry leaders and business owners. They will then have access to the tools and information needed to launch and grow a business of their own across multiple potential sectors.
- Education and Training – The Center will be a training location certified by the Council on Occupational Education. Job placement rates for technical colleges far outpace those of traditional four-year colleges. For example, for the 2015-2016 academic year, the statewide job placement rate at Tennessee Colleges of Applied Technology institutions (accredited by the Council on Educational Occupation) was 86%. This will provide those we serve with a “leg up” as they begin their job searches. The training spaces will provide access to a variety of cutting-edge equipment to support them in gaining transferable, sector-specific skills. Trainees will also participate in hands-on community projects.
- Culturally Informed Strategies – Some of the unique strategies that will be utilized at The Center include programming offered at no cost to trainees, paid training opportunities (either through hourly wages or stipends), childcare on-site, and access to many other wraparound services, including food, mental health counseling, mentorship, and more.

The Timeline: We currently estimate The Center will be completed by January 2025. We anticipate construction will begin within the next year.

The Collaborators

Early Collaborators	Anticipated Future Collaborators
<ul style="list-style-type: none"> • Worksystems, Inc., Oregon’s workforce development board • Associated General Contractors of Oregon • The Portland Pre-Apprenticeship Training Program Consortium (POIC, Oregon Tradeswomen, Constructing Hope, and Portland YouthBuilders – see attached document to learn more) 	<ul style="list-style-type: none"> • NAMC members and partners (directory available here) • Oregon Native American Chamber • Black American Chamber • Philippine American Chamber of Commerce • Hispanic Metropolitan Chamber

Supplemental Transportation Plan

Phase 1: SE Portland Enrollment Balancing
Schools





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What is the Supplemental Transportation Plan?

Transportation Services are mandated by ORS (327.043) for students living beyond a prescribed distance. Expenses from this transportation are reimbursable from the state school fund. Sometimes there are hazards inside the prescribed walk boundary that make walking to school unsafe, the Supplemental Plan identifies these hazardous areas.

A Supplemental Transportation Plan (STP) is required by the same ORS and is the mechanism we use to obtain reimbursement for our transportation services within the mandated distance boundary. The report goes to the Oregon Education Department and there is no prescribed timeline to submit updates, however to keep reimbursement aligned with use, we need to update the plan.

The STP defines hazard zones within 1 mile walk boundaries of elementary schools and 1.5 miles of middle schools. Students within a hazards zone are entitled to supplemental transportation (bus service). The State Reimburses 70% of the approved cost for supplemental transportation - our last update was filed with ODE in the 1990's. In the current STP, safety is in the context of high speed / high crash streets, presence of sidewalks, etc. and it does not account for socio-economic factors such as high crime areas. We are working to remedy this with the Supplemental Transportation Plan Update (STPU).

Scope: a Phased Approach

The new supplemental plan will be implemented using a three phase approach to be completed in 2025. All changes will be implemented at the beginning of the associated school year. The three phases are as follows:

- Phase I: SE Portland Enrollment Balancing Schools - 2023
- Phase II: McDaniel, Grant, Jefferson and Roosevelt clusters - 2024
- Phase III: Westside and Inner SE Schools- 2025

Phase I: SE Portland Enrollment Balancing Schools

To align with the implementation of new attendance boundary lines, Phase I will focus on the schools involved in phase II of Enrollment and Program Balancing. Phase I updates will be implemented in the Fall of 2023. Note that middle schools will be updated along with the associated feeder schools (for example: Hosford, while experiencing some changes for enrollment balancing - will be in phase III of the STPU because that is when the hazard zones for all of their feeder schools are completed.) Schools



involved in this phase are listed below as well as information related to enrollment balancing happening in conjunction with Phase I of the STPU.

School	Enrollment Balancing Details
Arleta	Four small areas will move from Arleta to Creston, Marysville, Woodstock and Woodmere, and two areas will move into Arleta from Bridger and Marysville.
Atkinson	A boundary change will add students to the small neighborhood program. Atkinson neighborhood students will go to Harrison Park Middle School while Atkinson Spanish Immersion students will go to Kellogg Middle school.
Bridger	Spanish DLI relocates to Lent; Bridger neighborhood program joins with Creative Science K-8. The boundary areas south of Division street are assigned to new middle and high schools.
Clark (Currently Creative Science)	New K-5 program - Creative Science program moves to Bridger
Creston	The Creston boundary will grow slightly through a boundary change with Arleta. Creston middle school students will go to Hosford MS.
Glencoe	Part of the Glencoe boundary changes to Vestal Elementary School and Harrison Park Middle School.
Harrison Park	Harrison Park K-5 students, including Chinese Immersion, move to Clark. Grade 6-8 students are joined at Harrison Park by students from Atkinson and Vestal neighborhoods and Chinese Immersion students from Woodstock
Kellogg	The Spanish Immersion program at Mt. Tabor will move to Kellogg, so all SE Spanish Immersion programs will be at the same middle school. To offset this increase, the Creston neighborhood along with a small portion of the Arleta neighborhood will move to Hosford. A boundary change with Harrison Park will result in the Kellogg building being within its attendance area.
Kelly	No boundary changes proposed for enrollment balancing
Lane	The Lane boundary grows by adding Woodstock as a feeder school from Hosford, a portion of the Lewis area from Sellwood, and parts of the Arleta and Marysville areas from Kellogg.



Lent	Lent will convert to a whole-Spanish school with the addition of two strands of Spanish Immersion from Bridger. English Scholars program will relocate to Marysville
Lewis	The eastern portion of the Lewis neighborhood will move to Whitman
Marysville	Boundary changes with Arleta and Woodmere. English scholars students from the Lent area will attend Marysville.
Mt Tabor	The Atkinson neighborhood program will move to Harrison Park MS and the Atkinson Spanish Immersion program will move to Kellogg MS. Additionally, there will be a boundary change from Mt. Tabor to Harrison Park.
Vestal	The Vestal neighborhood will grow through a boundary change with Glencoe. Both the current and new parts of the Vestal neighborhood will go to Harrison Park MS.
Whitman	The Whitman neighborhood will grow through boundary changes from Lewis and Woodmere.
Woodmere	Woodmere will grow through boundary changes with Arleta, Marysville and Woodstock, but the southern part of the boundary will move into Whitman.
Woodstock	Boundary changes from Woodstock to Woodmere and from Arleta to Woodstock will result in slightly lower neighborhood enrollment. Woodstock neighborhood students will go to Lane Middle School while Woodstock Chinese Immersion students will go to Harrison Park Middle school.

Hazard Zone Creation

Hazard zones are defined as the areas within a school walk zone where students would have to walk further than the distance limit to reach the school when restrictions are put in place to prohibit unsafe routes (as defined by the restriction criteria defined below).

Hazard zones were generated by solving the shortest walking route from each residential address point within a school’s walk zone with safety restrictions enforced. All the addresses that result in routes that exceed the distance limit are used to generate hazard zones where students qualify for bussing when they otherwise would not due to their address falling within the walk zone.



Restriction Criteria

Effective speed limit considers school zone speed limits where mapped school zones have signage to indicate a reduced speed limit for schools.

Restriction Criteria

***see appendix b for image examples of criteria**

- Walking restricted if speed limit over 20 mph or high crash network and no sidewalk present
- Crossing restricted when speed limit over 20 mph and no crossing controls (signal and/or crosswalk)
- Crossing restricted when speed limit over 25, the street is two lanes and a four-way stop or a crossing with a signal and crosswalk is not present
- Crossing restricted when speed limit over 25, the street is more than two lanes and a crossing with a signal and crosswalk is not present
- Crossing restricted when road is part of high crash network, the street is two lanes and a four-way stop or a crossing with a signal and crosswalk is not present
- Crossing restricted when road is in the high crash network, the street is more than two lanes and a crossing with a signal and crosswalk is not present
- Crossing restricted if road is four lanes or more in a high crash network
 - Exception for crossings in school zones with a crosswalk and traffic controls present

Field Validation and Overrides

Transportation staff assessed restricted areas to verify the validity of the model. The model proved to correctly reflect Transportation standards a majority of the time. The Transportation Field Team utilized ESRI's Field Maps to override model data when field conditions did not align with the data informing the model output.

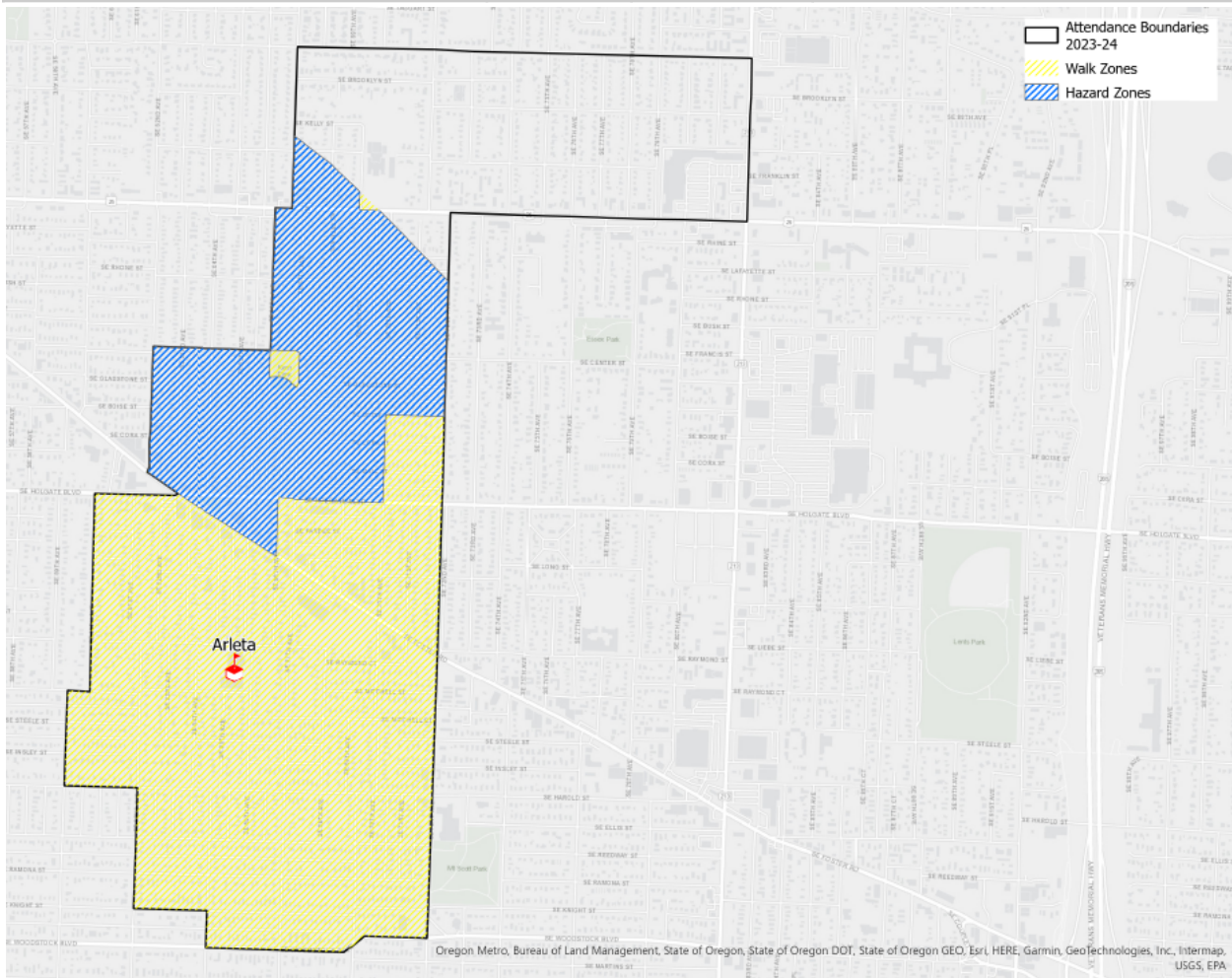
Transportation Staff has the ability to continue analyzing field conditions, including socio-cultural factors, against model data and override as field conditions change and/or come to our attention.

Phase I Recommendations and Impacts by School



Arleta

22/23 SY Summary (Current)	# of GT buses 22/23	Estimated GT buses due to STPU 23/24	STPU Recommendation
Service provided for neighborhood students - feeds into Kellogg. Only small portions of the attendance boundary are eligible for service, a very short route with low ridership. Walking students cross Foster and Holgate at some intersections.	1	1	No crossing Powell or near the intersection of Holgate and Foster. Crossing allowed in other sections of Holgate and Foster. No added vehicles necessary for STPU, however current bus will be at capacity

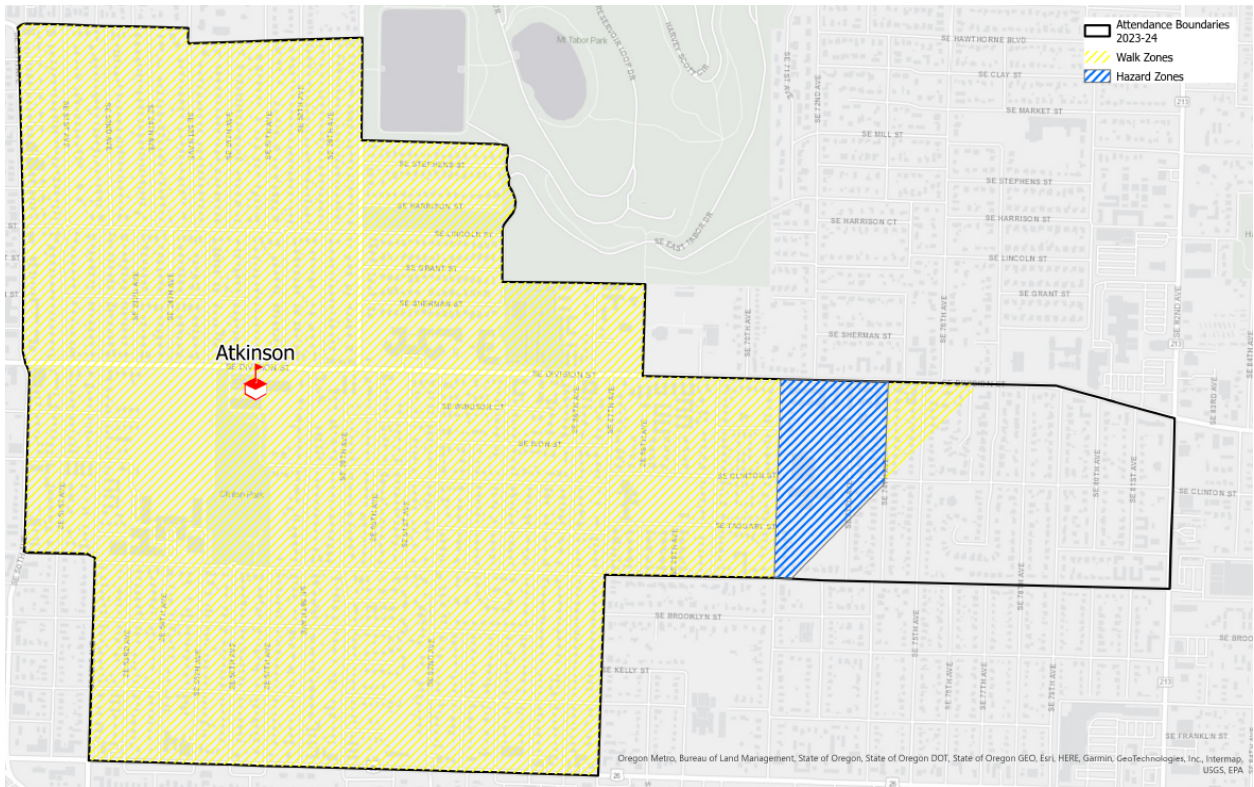


Net Routes due to STPU	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
0	52	0



Atkinson

22/23 SY Summary (Current)	# of GT buses 22/23	Estimated GT buses due to STPU 23/24	STPU Recommendation
No bus service provided for GT - Entire attendance boundary is within walkable distance. No hazard areas.	0	0	Small hazard area directly next to attendance area expansion due to enrollment balancing. Buses will need to be added due to attendance boundary change but not due to STPU

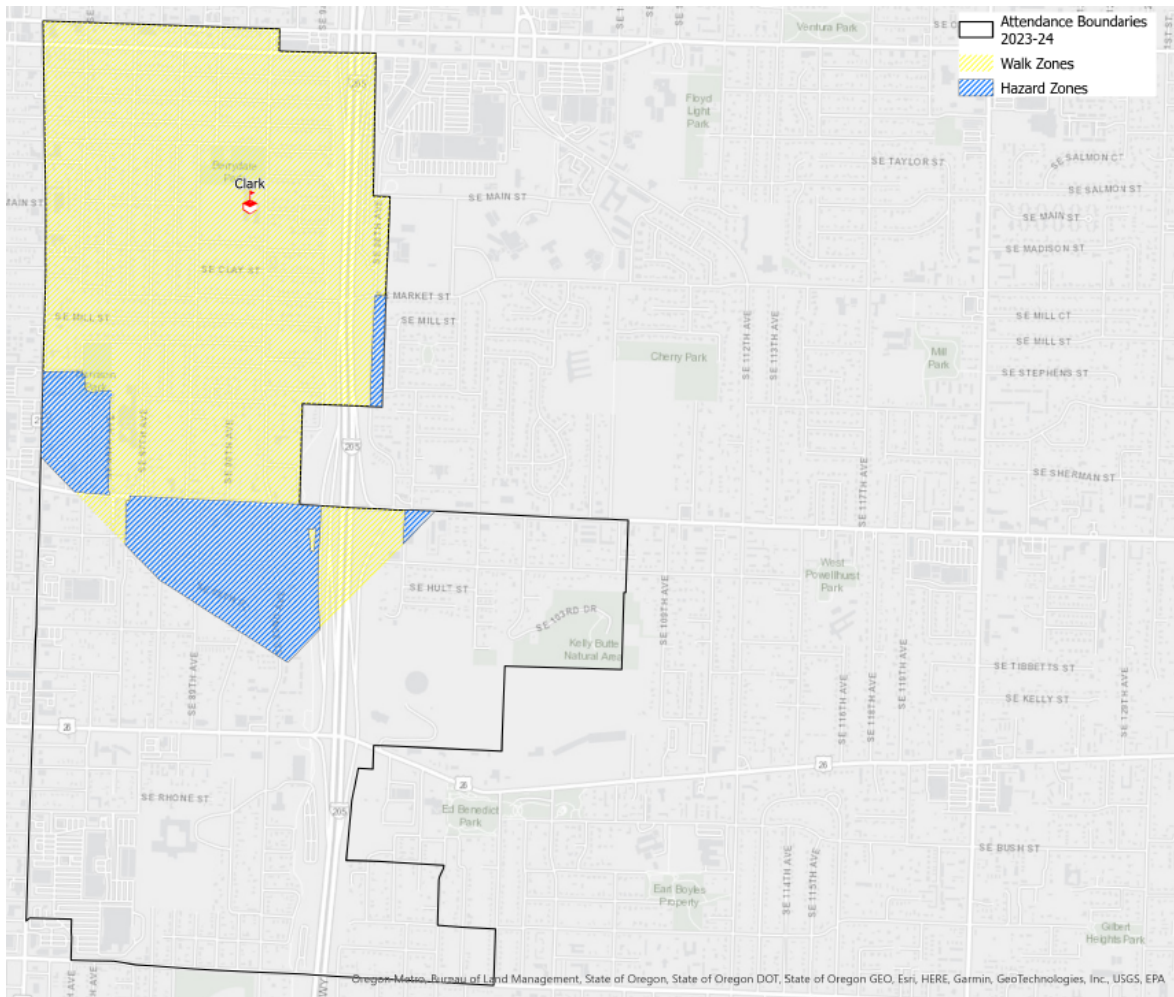


Net Routes due to STPU	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
0	0 - (hazard area only within the new attendance boundary)	0



Clark

22/23 SY Summary (Current)	# of GT buses 22/23	Estimated GT buses due to STPU 23/24	STPU Recommendation
Currently Creative Science School with no GT transportation provided. School community attending Harrison Park.	0	0	No crossing I-205 and limited crossing on Division. Regular transportation will be provided in the southern and eastern parts of the attendance boundary. Supplemental transportation in small areas south of division and east of I-205. Buses will be added due to program balancing, nothing additional will need to be added for STPU

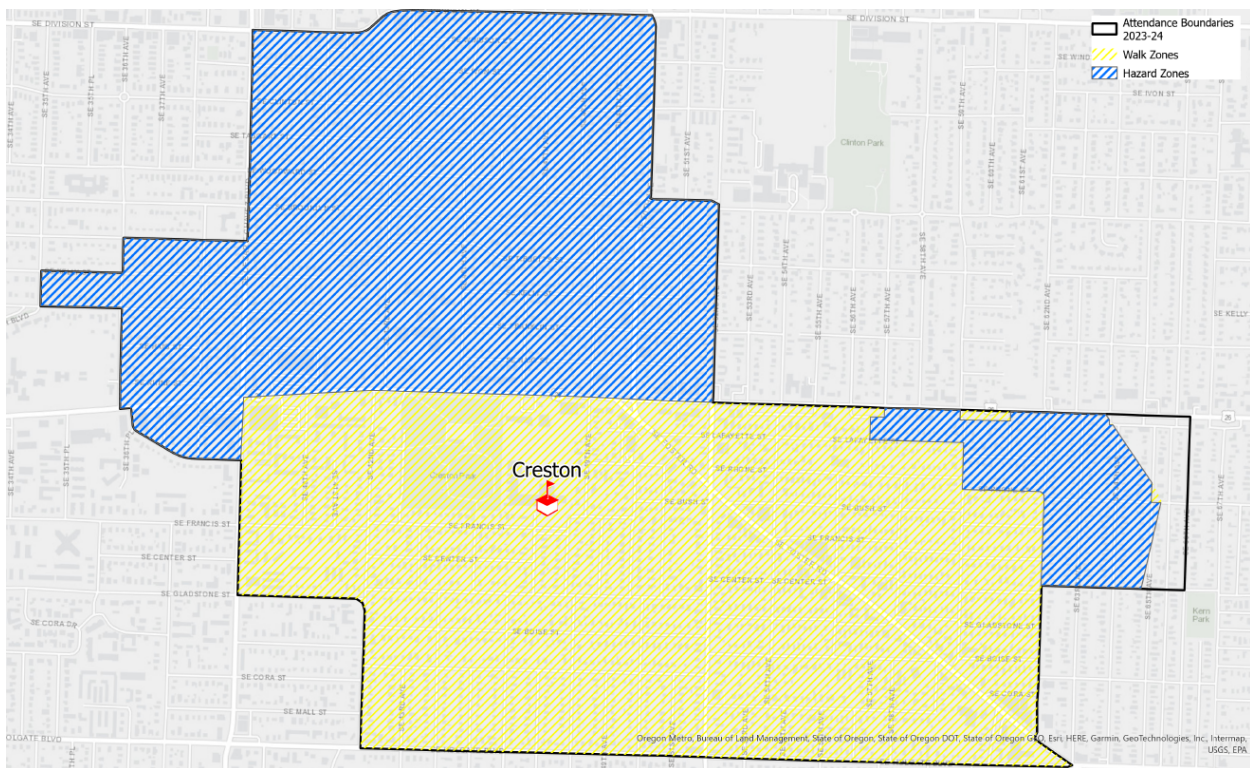


Net Routes Servicing Supplemental Transportation	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
0	20	0



Creston

22/23 SY Summary (Current)	# of GT buses 22/23	Estimated GT buses due to STPU 23/24	STPU Recommendation
Service provided for neighborhood students.- feeds to Kellogg - no supplemental transportation provided.	1	2	Hazard zone in the entire area north of Powell and west of Cesar Chavez. Small additional hazard zone in the easternmost area of the walk boundary due to limited crossings on 52nd and Foster Roads.

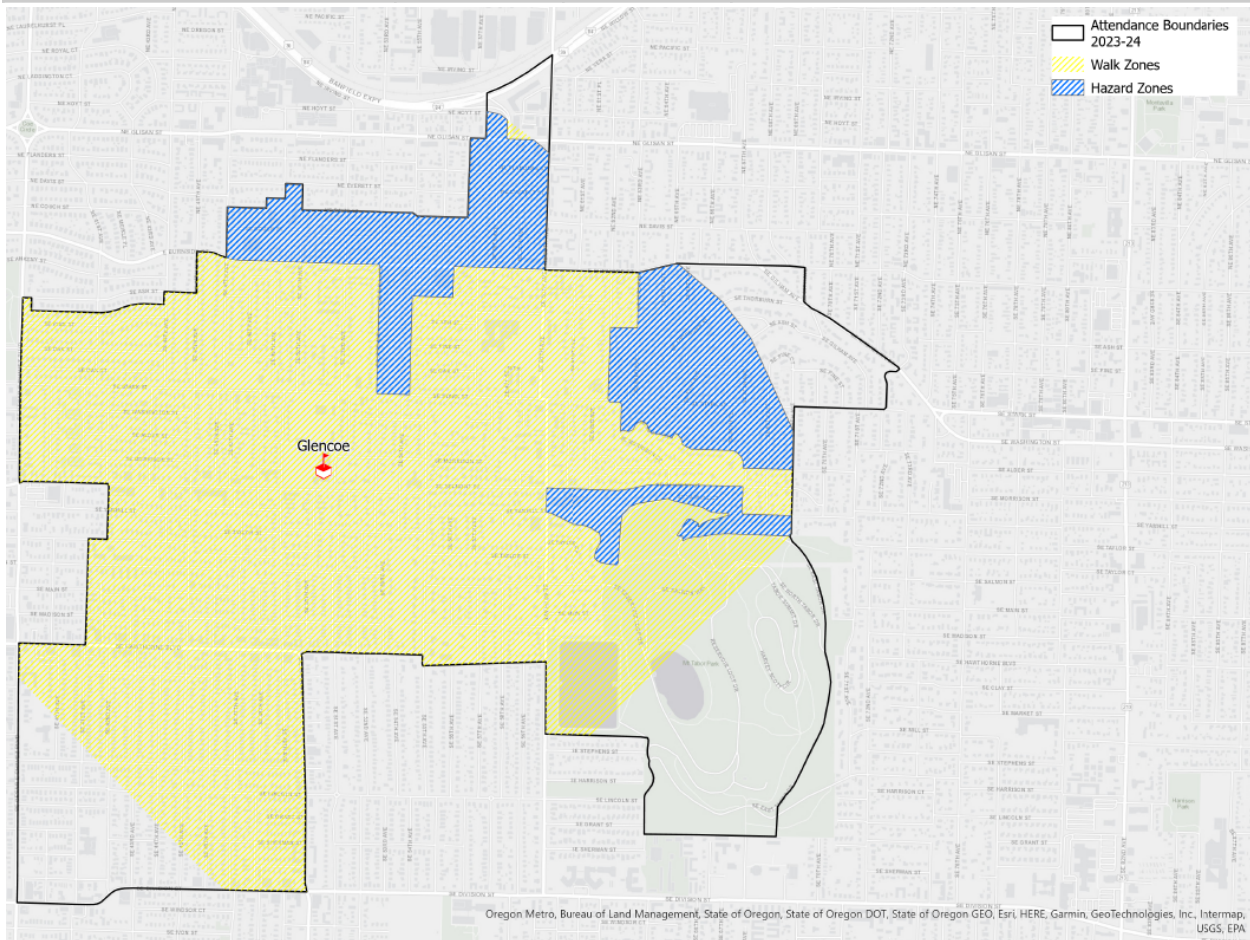


Net Routes Servicing School	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
1	74	0



Glencoe

22/23 SY Summary (Current)	# of GT buses 22/23	Estimated GT buses due to STPU 23/24	STPU Recommendation
Service provided for neighborhood students. Has a small area with supplemental hazard service.	2	2	No crossing Burnside in the Glencoe boundary. No walking on streets without sidewalks North of Mt. Tabor. No additional routes needed for STPU, however, buses will be at capacity.

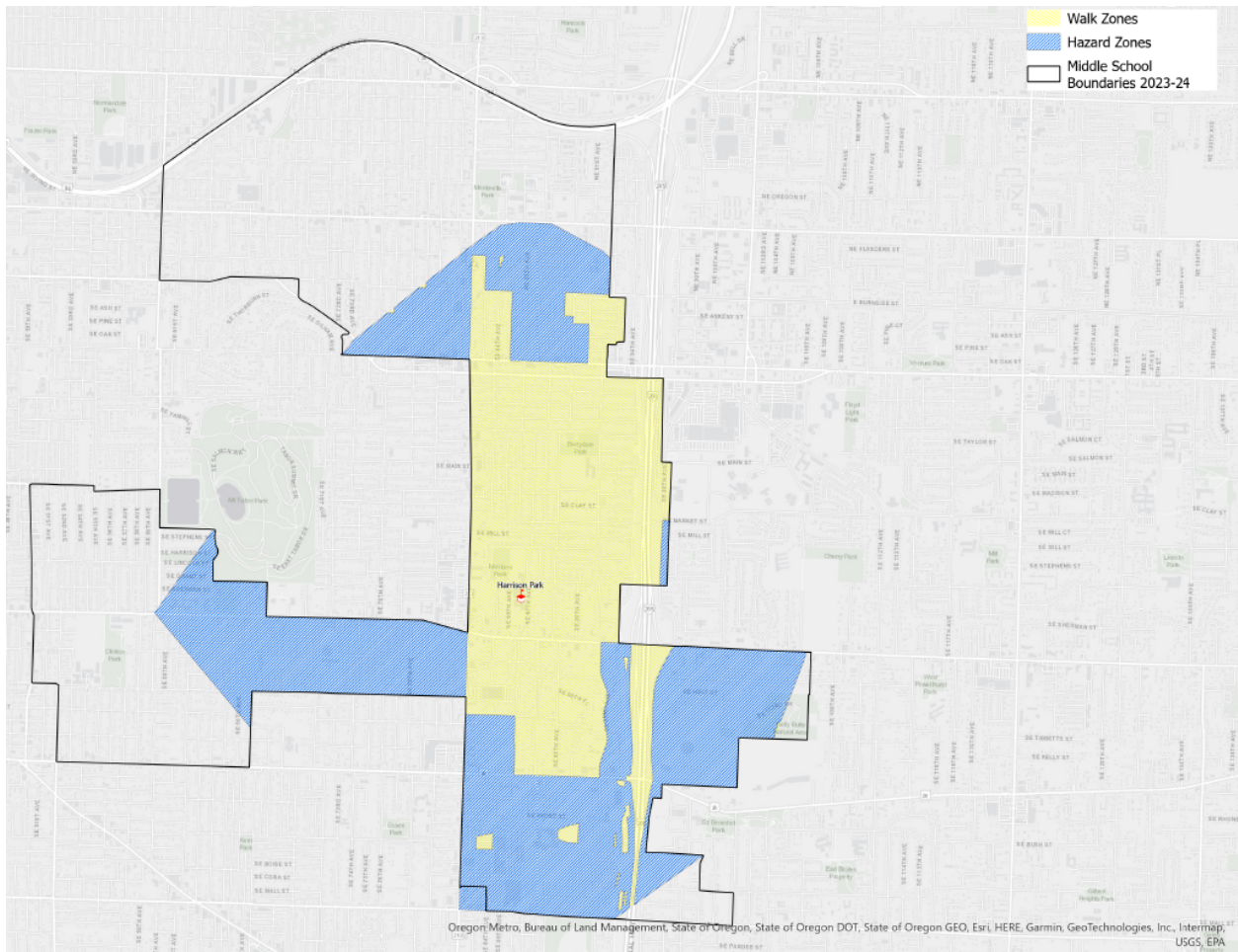


Net Routes Servicing School	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
0	52	0



Harrison Park

22/23 SY Summary (Current)	# of GT buses 22/23	Estimated GT buses due to STPU 23/24	STPU Recommendation
Service provided for neighborhood students. Supplemental Hazard boundary. Currently a K-8 school walk boundary is 1 mile radius	3	1	No crossing Powell, 82nd or I-205. Limited crossing on Stark. Multiple hazard zones include a large area north of Stark, the entire areas west of 82nd, South of Powell blvd and East of I-205. Routes will be added due to program balancing but only one additional is estimated to be needed for STPU.

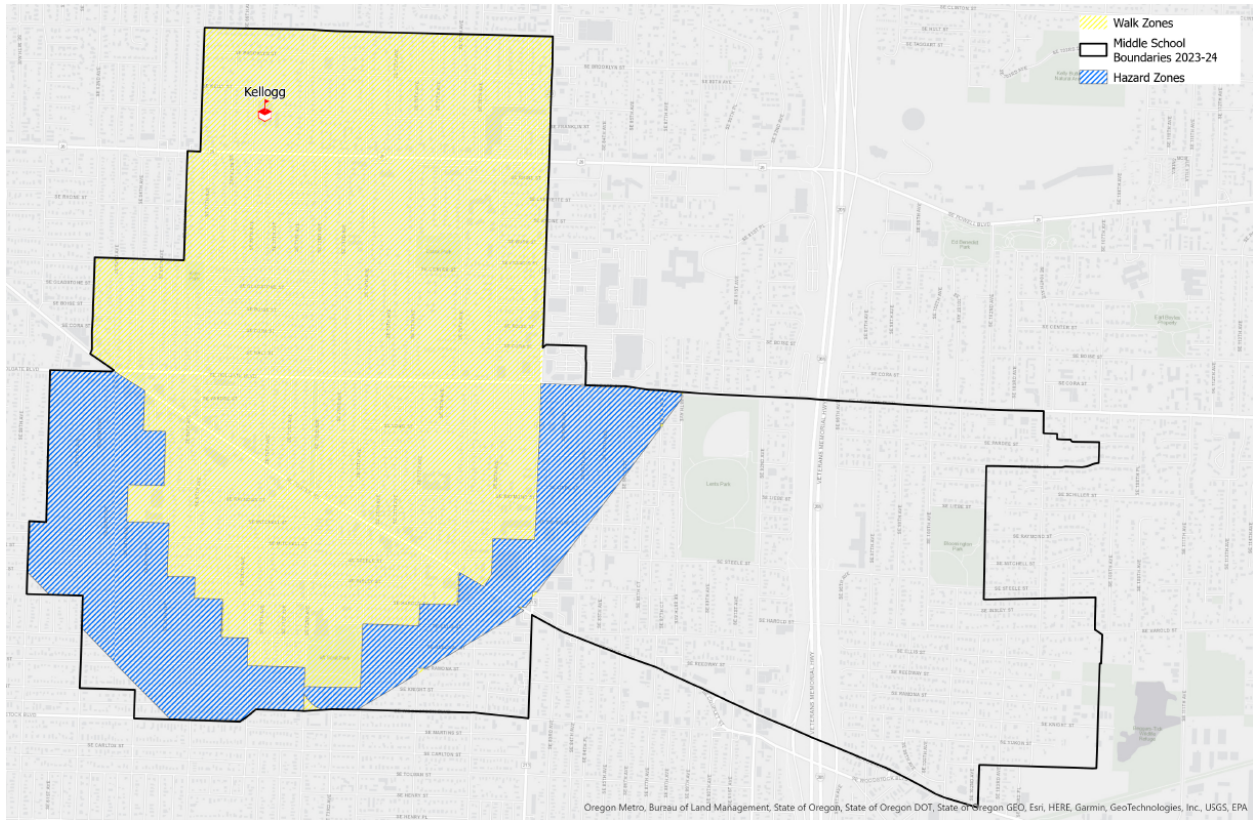


Net Routes Servicing School	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
1	73	0



Kellogg

22/23 SY Summary (Current)	# of GT buses 22/23	Estimated GT buses due to STPU 23/24	STPU Recommendation
Service provided for neighborhood students and DLI	6	0	No crossing Powell in the majority of the district. Crossing on 69th okay due to proximity to the school. Large portion of new hazard area in new attendance area, no added routes due to STPU.

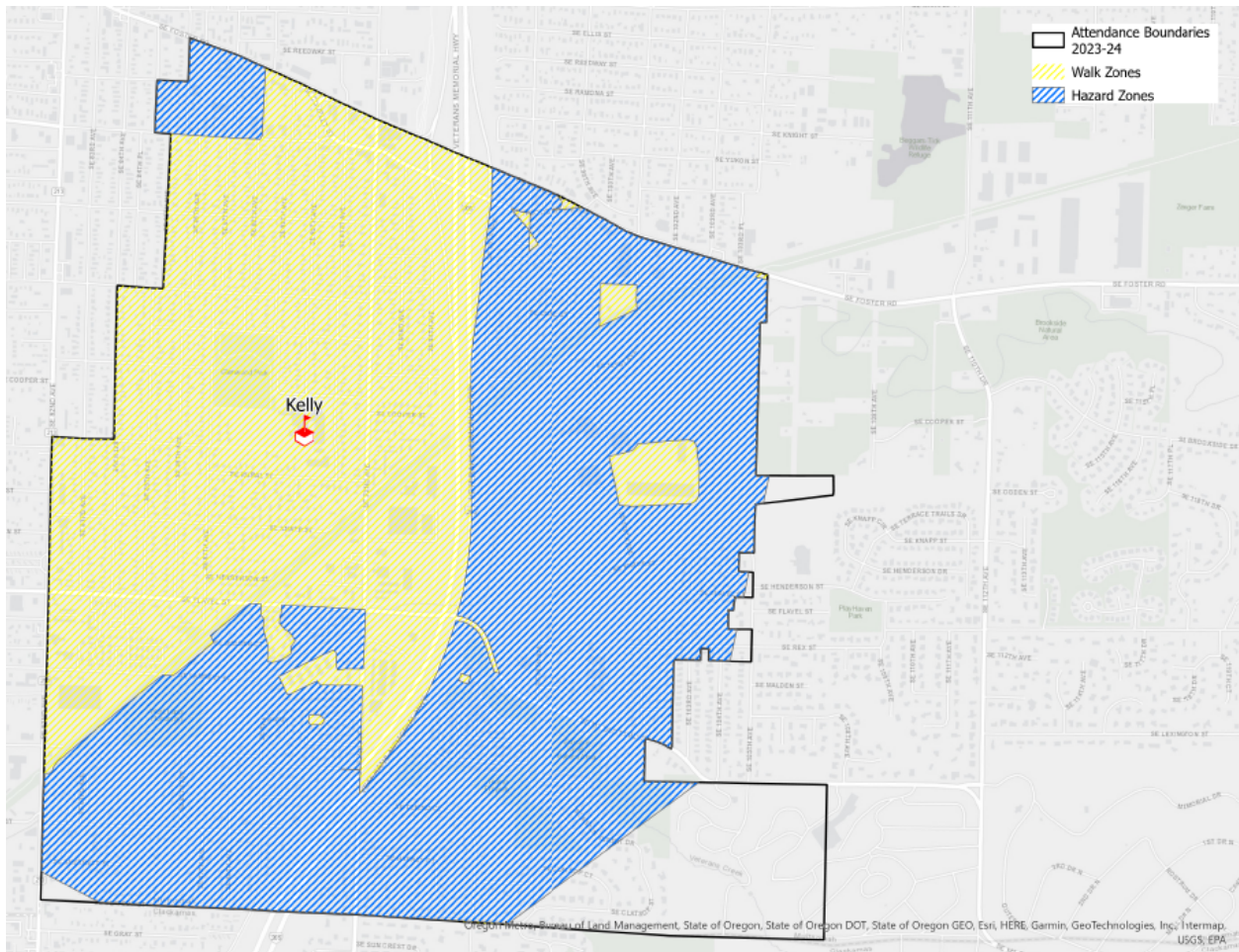


Net Routes Servicing School	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
0	20	0



Kelly

22/23 SY Summary (Current)	# of GT buses 22/23	Estimated GT buses due to STPU 23/24	STPU Recommendation
Transportation for neighborhood students. Receives supplemental transportation. Entire attendance area east of I-205 receives transportation - some is supplemental. Southwestern part of the boundary is outside of the walk zone.	2	0	No crossing 1-205 or 92nd Ave, limited crossing on springwater trail.

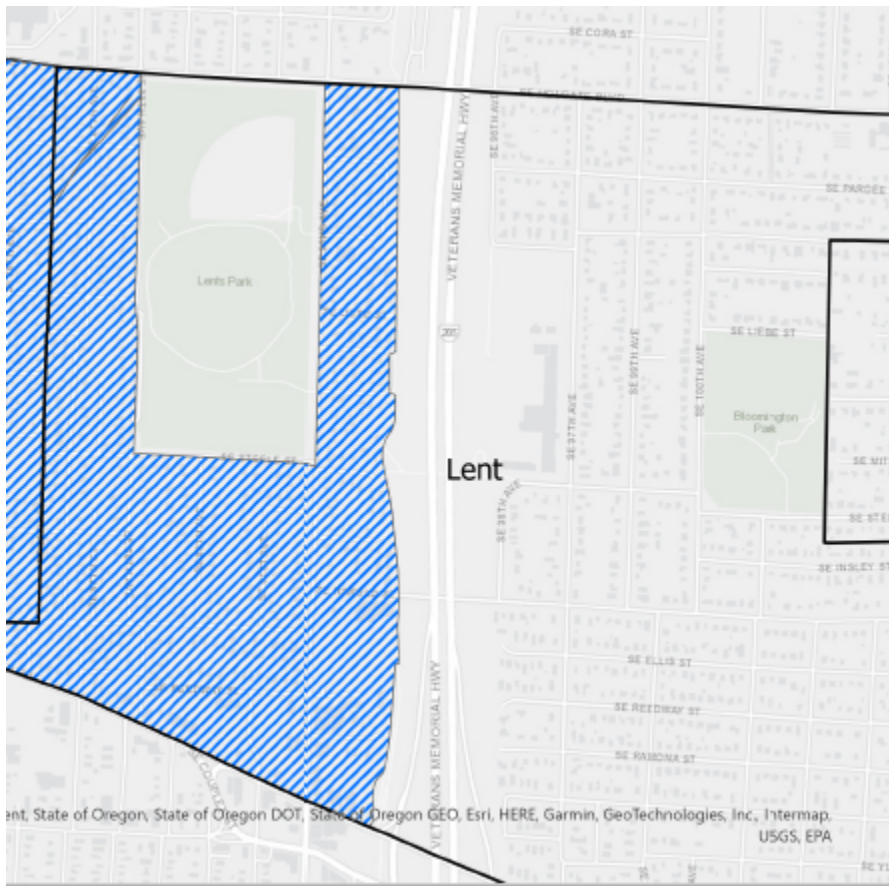


Net Routes Servicing School	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
0	46	0



Lent

22/23 SY Summary (Current)	# of GT buses 22/23	Estimated GT buses due to STPU 23/24	STPU Recommendation
Service provided for neighborhood and DLI programs. Has a supplemental hazard boundary, the entire area west of I-205.	2	0	No change in supplemental transportation, hazard zone west of 205 remains. Entire area east of I-205 is walkable. Bus will need to be added for program balancing only.

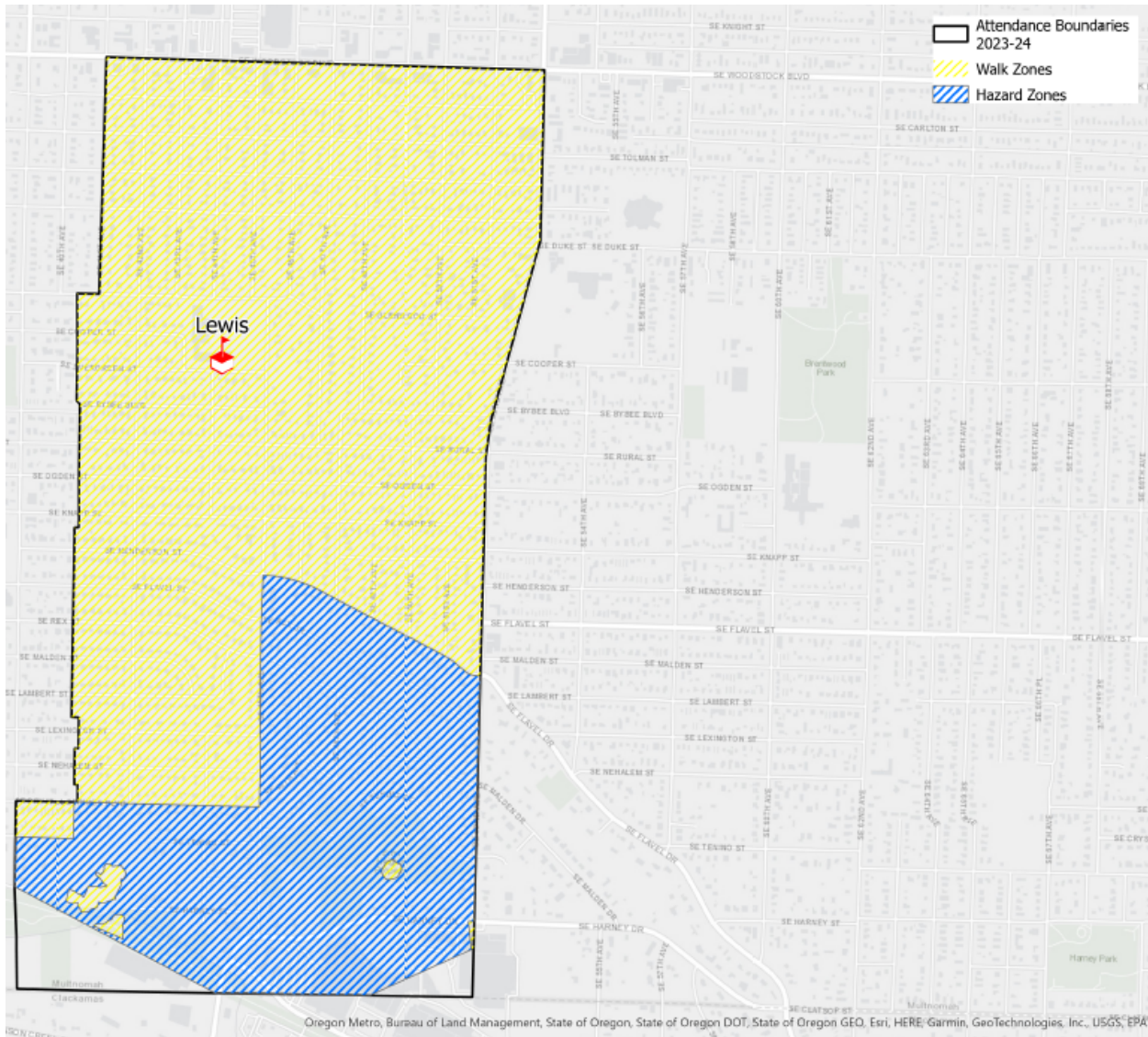


Net Routes Servicing School	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
0	0	0



Lewis

22/23 SY Summary (Current)	# of GT buses 22/23	Estimated GT buses due to STPU 23/24	STPU Recommendation
No bus service provided for GT - Entire attendance boundary is within walkable distance. No hazard areas.	0	1	Hazard zones added in areas in the southernmost part of the attendance boundary where students would have to walk on portions of 45th ave that doesn't have a sidewalk.

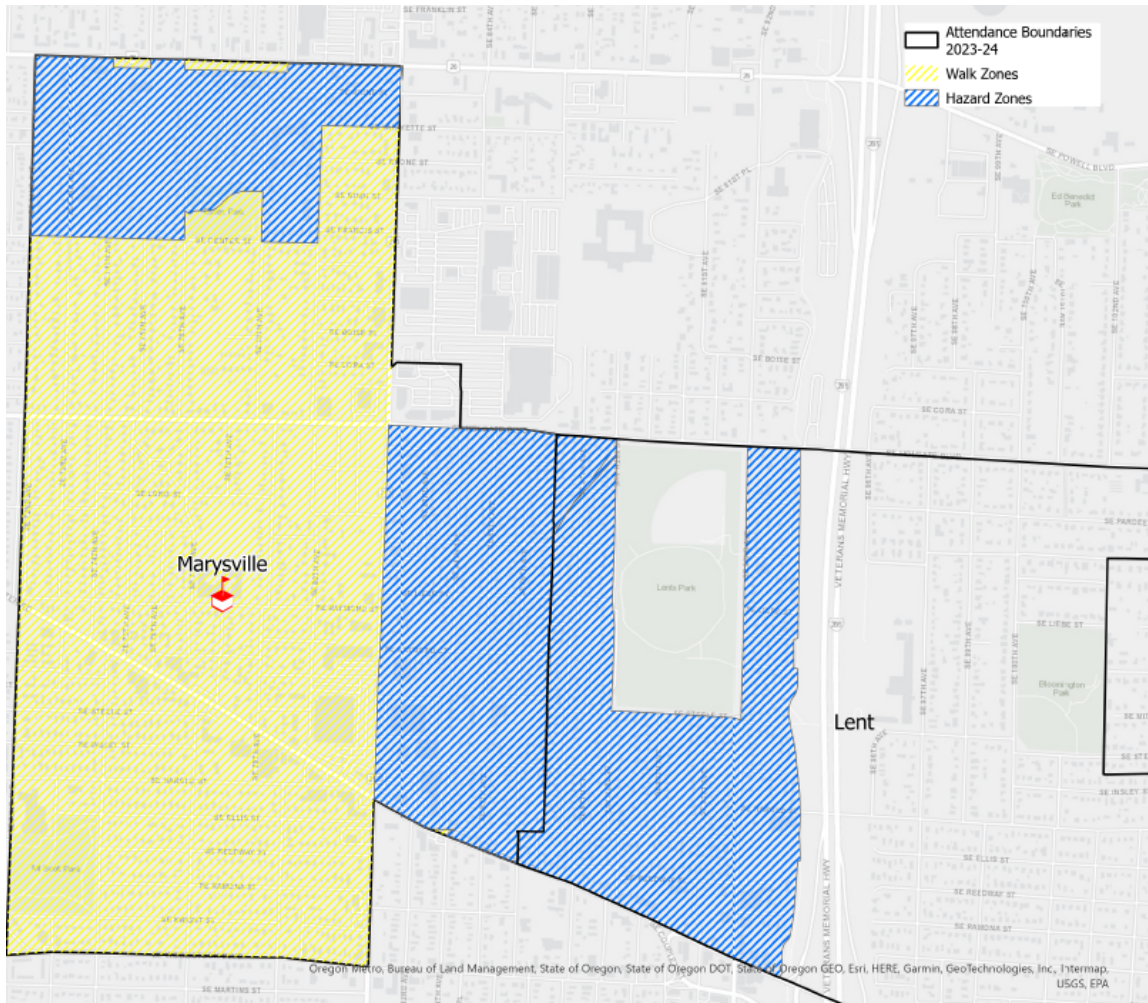


Net Routes Servicing School	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
1	34	0



Marysville

22/23 SY Summary (Current)	# of GT buses 22/23	Estimated GT buses due to STPU 23/24	STPU Recommendation
No bus service provided for GT - entire attendance area in walk boundary	0	1	Entire area east of 82nd is a hazard zone. Small area off of Powell in the northernmost area of the walk boundary.No crossing 82nd, limited crossing on Holgate. No crossing I-205 or 92nd for the expanded boundary that includes Lent. Bus will need to be added due to enrollment balancing, plus one additional for additional ridership due to STPU.

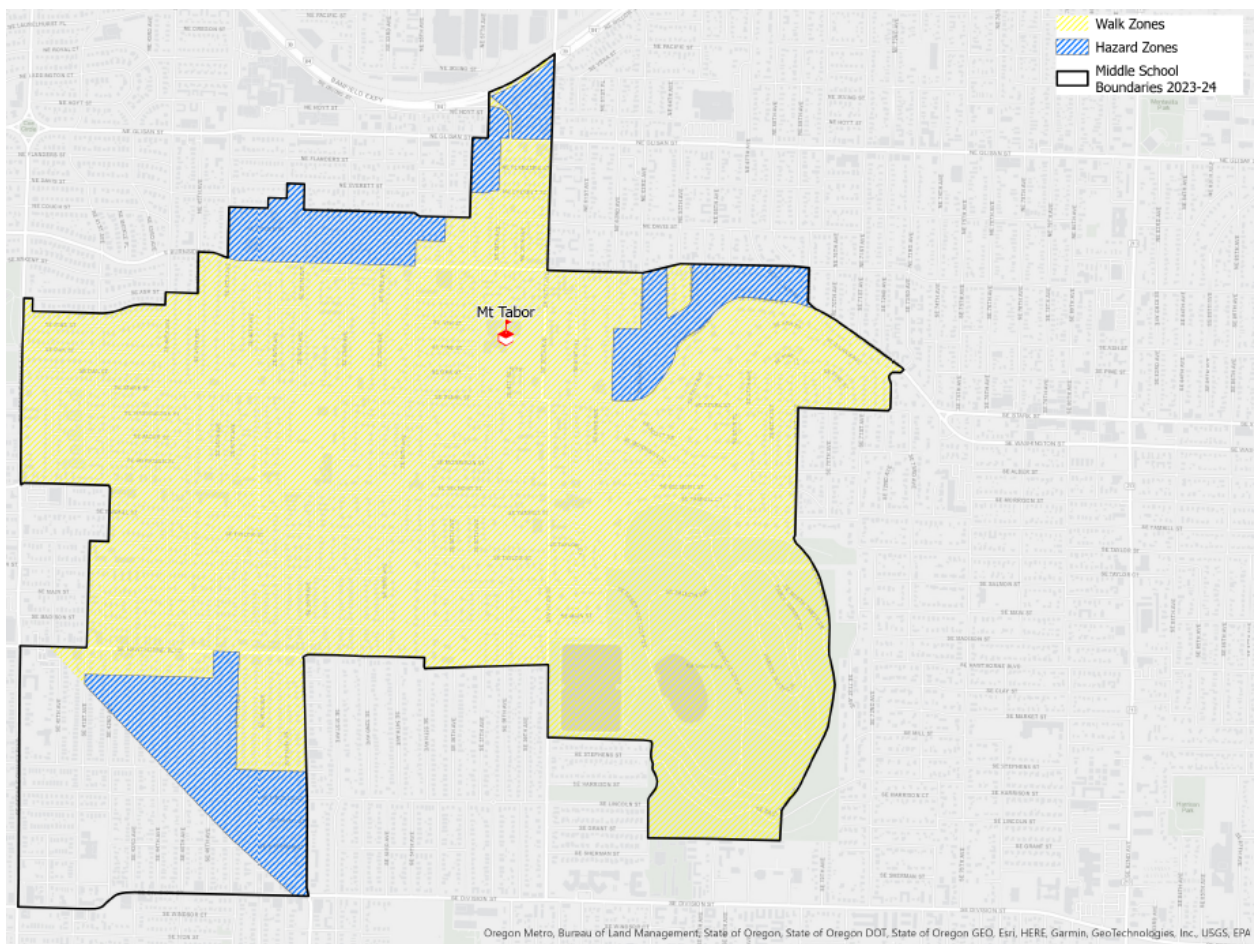


Net Routes Servicing School	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
1	98	0



Mt. Tabor

22/23 SY Summary (Current)	# of GT buses 22/23	Estimated GT buses due to STPU 23/24	STPU Recommendation
Service provided for neighborhood and DLI programs. No supplemental hazard boundary.	4	0	Limited crossing on Burnside and no walking on Thorburn. Limited crossing on Hawthorne, current routes have capacity to add students newly eligible for transportation.

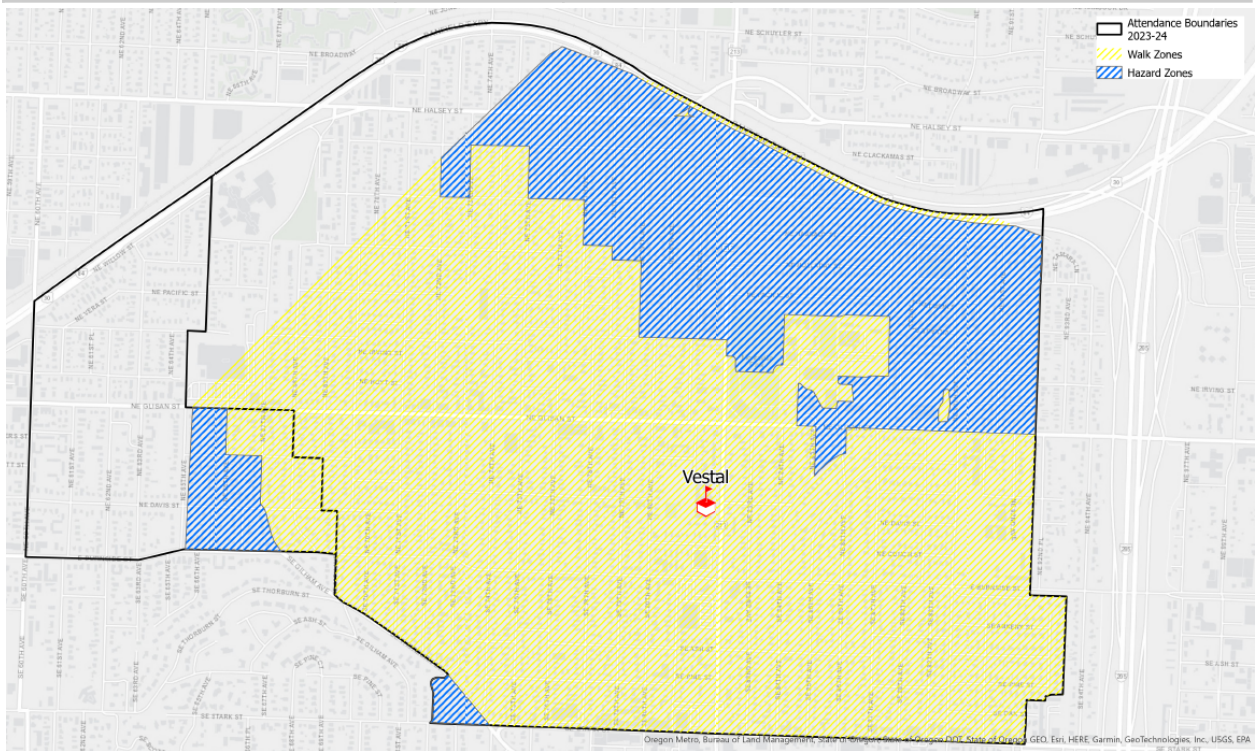


Net Routes Servicing School	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
0	38	0



Vestal

22/23 SY Summary (Current)	# of GT buses 22/23	Estimated GT buses due to STPU 23/24	STPU Recommendation
Service provided for neighborhood students, no hazard zone. Walking students cross 82nd on Stark, Burnside and Glisan	1	0	Limit crossings on Burnside and Glisan. Disallow crossings on 82nd with the exception of School Zone in front of the school. Capacity on the vehicle currently servicing school is low enough to accommodate additional students without adding a route, although the bus will be at capacity with added students.

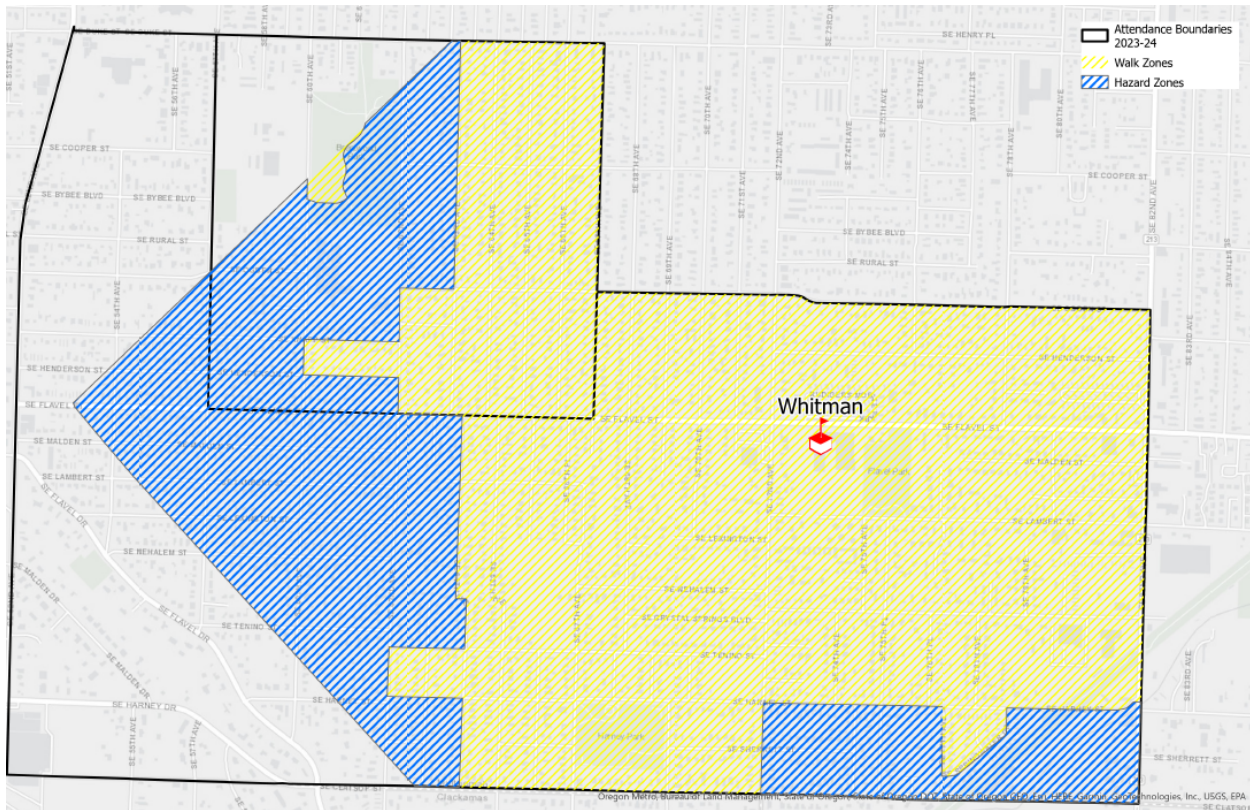


Net Routes Servicing School	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
0	66	0



Whitman

22/23 SY Summary (Current)	# of GT buses 22/23	Estimated GT buses due to STPU 23/24	STPU Recommendation
Service provided for neighborhood students. No supplemental Hazard boundary.	1	0	Many roads without sidewalks in this area limit walkability. Current vehicle has enough capacity to add additional eligible students.

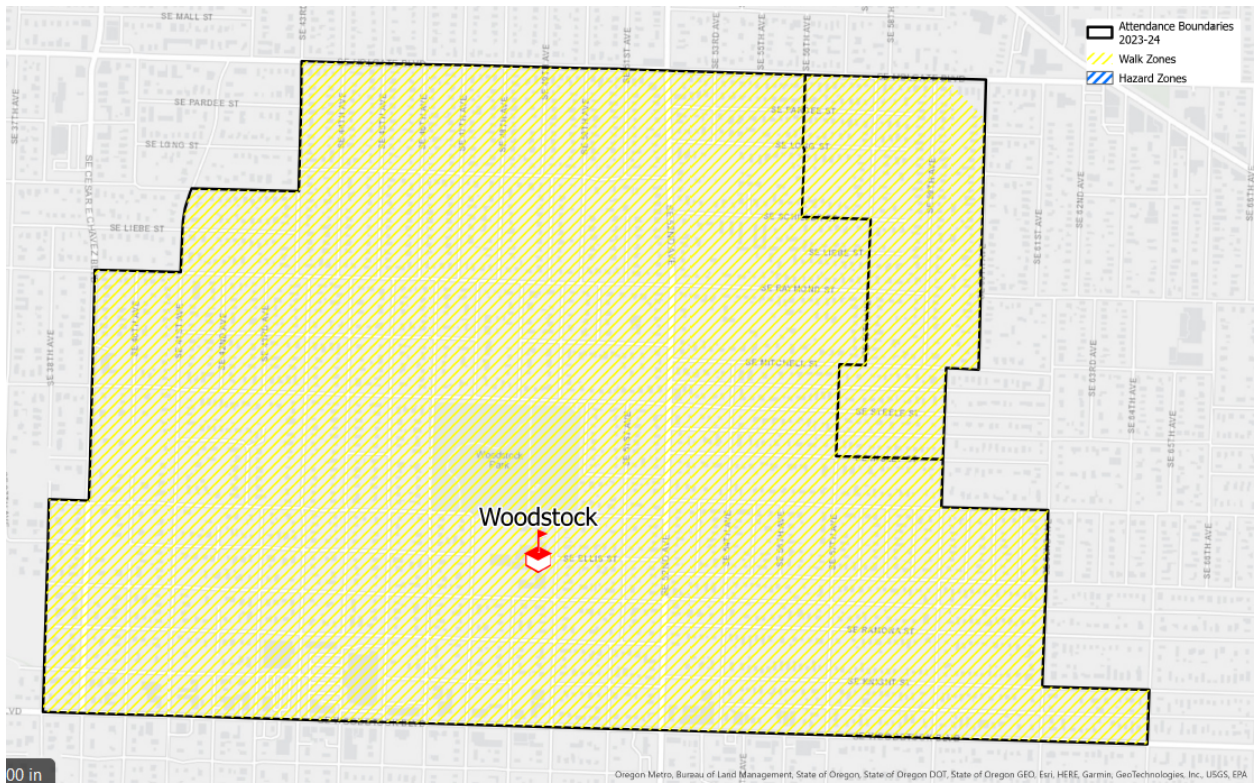


Net Routes Servicing School	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
0	28	0



Woodstock

22/23 SY Summary (Current)	# of GT buses 22/23	Estimated GT buses due to STPU 23/24	STPU Recommendation
Service provided for neighborhood and DLI programs. Has no supplemental hazard stops.	2	0	No changes, no supplemental transportation.



Net Routes Servicing School	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
0	0	0

*Transitional transportation service will be provided for 5 years per SEGC Transportation Guarantees, see appendix a.



Cost

Estimating STPU will add **one** entire bus route.

Estimated cost per route: \$110,000

Estimated cost for STPU added service: \$110,000

Appendices

- a. DRAFT - SE Portland Enrollment Balancing (SEGC) Transportation Guarantees
- b. Supplemental Transportation Plan: F&O

Data Sources

Road Width/Number of lanes

Number of lanes is the parameter currently used by the model. The COP Pavement Management System layer (available as a service) contains info on road width, surface type, and number of lanes. www.portlandmaps.com

Speed limits

The COP Speed Limits service. www.portlandmaps.com

School Zones

Seeing initial results in March 2022, we collectively realized the need to take school zone speed limits into account. Otherwise roads and crossings will be prohibited that are clearly signed. Some school zones have no signage whatsoever so we want to only consider mapped school zones that have a School Speed 20 sign - metadata here: <https://www.portlandoregon.gov/transportation/article/419744>.

School Zones

https://www.portlandmaps.com/arcgis/rest/services/Public/COP_OpenData_Transportation/MapServer/225 where SchoolZone = 'Y'

School zone speed signs

https://www.portlandmaps.com/arcgis/rest/services/Public/COP_OpenData_Transportation/MapServer/223 where SignCode = 'S1002'



'Incident' Points

https://www.portlandmaps.com/arcgis/rest/services/Public/COP_OpenData_Property/MapServer/1272

Shoulder type/sidewalks

Metro RLIS sidewalks data (downloaded from <http://rlisdiscovery.oregonmetro.gov/?action=viewDetail&layerID=2851>)

Crosswalks

https://www.portlandmaps.com/arcgis/rest/services/Public/COP_OpenData_Transportation/MapServer/210 where LineType = 3621.

Traffic Signals

https://www.portlandmaps.com/arcgis/rest/services/Public/COP_OpenData_Transportation/MapServer/54

Crash Data

https://gis.oregonmetro.gov/arcgis/rest/services/RHIC/Metro_High_Injury_corridor_analysis_2016_1609/MapServer/9



Supplemental Transportation Plan (STPU)

-Phase I: Hazard Zone Recommendations-

Presented to Facilities and Operations Committee

3/9/23



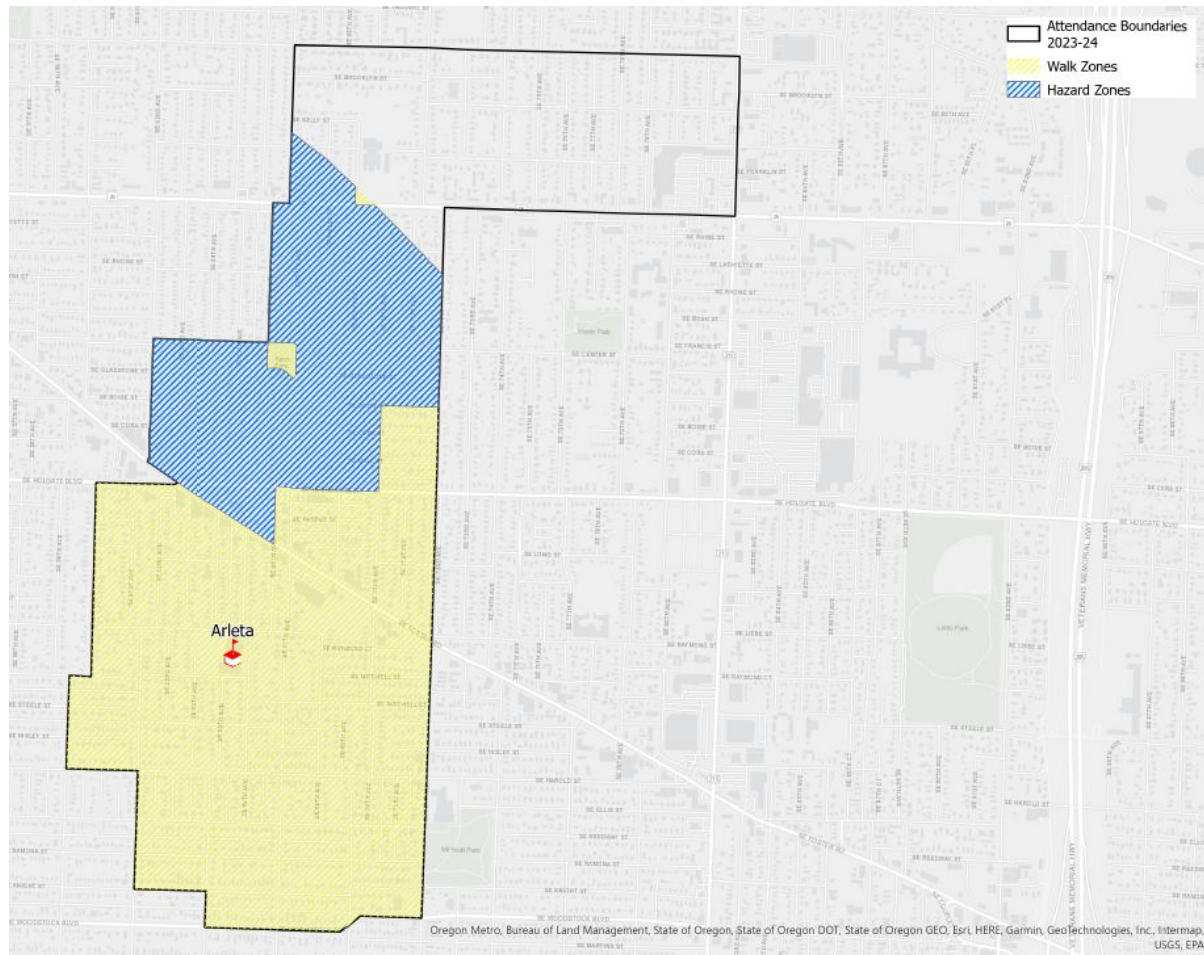


Arleta

STPU Recommendation

No crossing Powell in this area or near the intersection of Holgate and Foster. Crossing allowed in other sections of Holgate and Foster. No added vehicles necessary for STPU, however current bus will be at capacity

Net Routes due to STPU	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
0	52	0



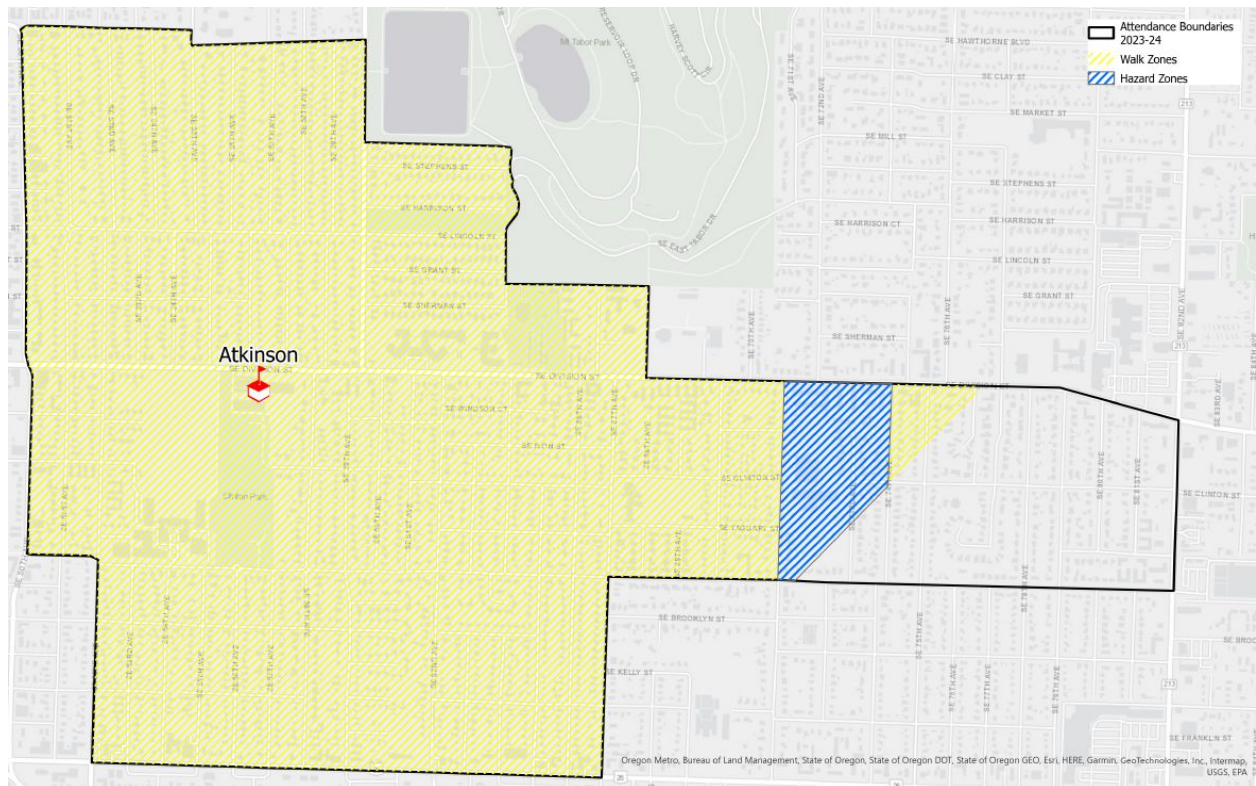


Atkinson

STPU Recommendation

Small hazard area directly next to attendance area expansion due to enrollment balancing. Buses will need to be added due to attendance boundary change but not due to STPU

Net Routes due to STPU	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
0	0	0



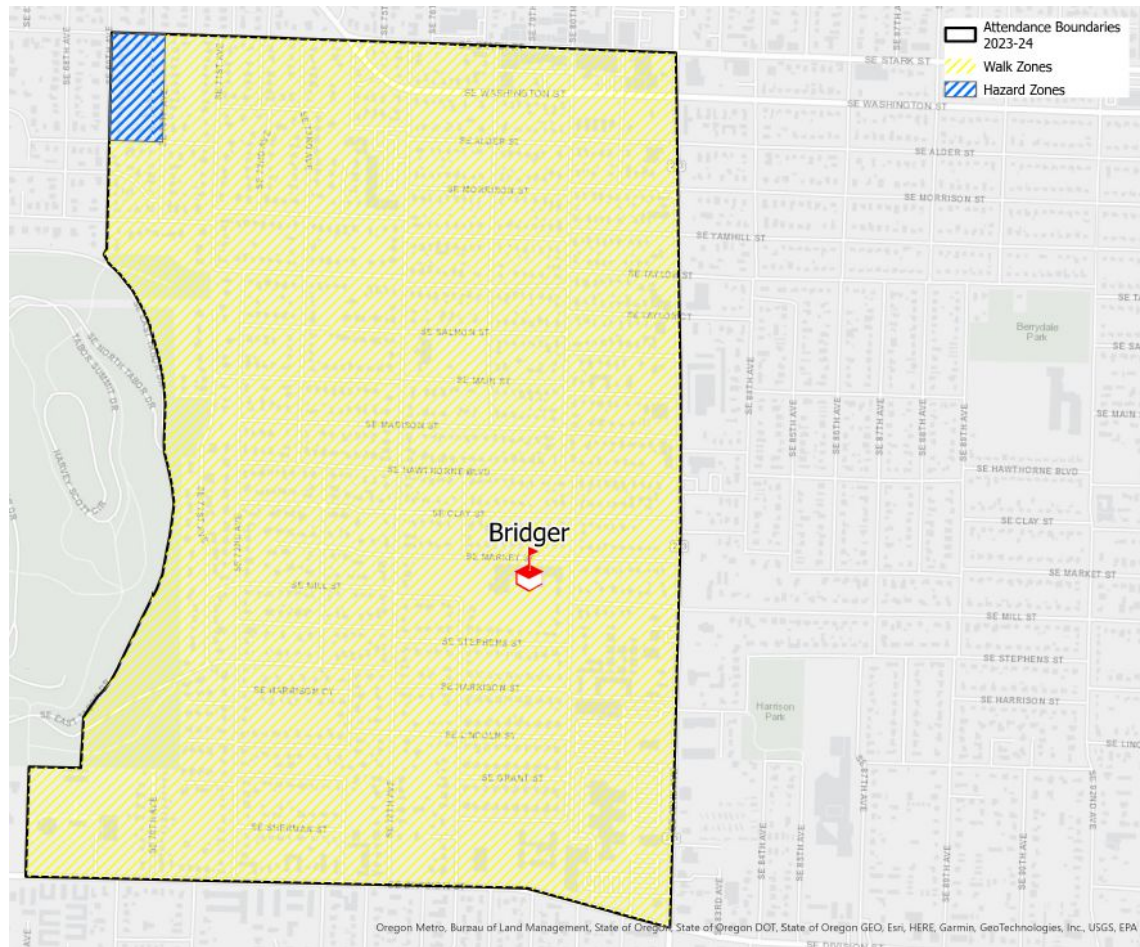


Bridger

STPU Recommendation

Only hazard due to added walk distance for a small section of the attendance area.

Net Routes due to STPU	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
0	3	0



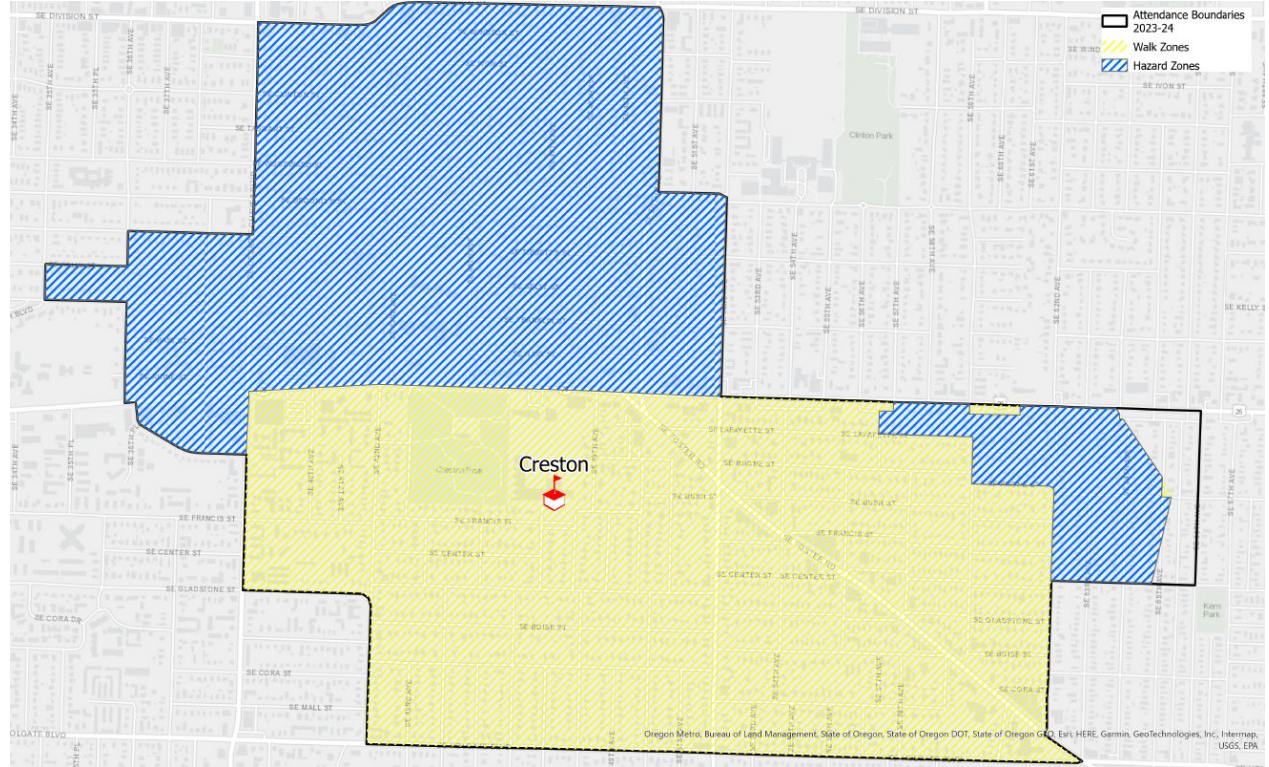


Creston

STPU Recommendation

Hazard zone in the entire area north of Powell and west of Cesar Chavez. Small additional hazard zone in the easternmost area of the walk boundary due to limited crossings on 52nd and Foster Roads.

Net Routes due to STPU	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
1	74	0



Oregon Metro, Bureau of Land Management, State of Oregon, State of Oregon DOT, State of Oregon GEO, Esri, HERE, Garmin, GeoTechnologies, Inc., Intermap, USGS, EPA

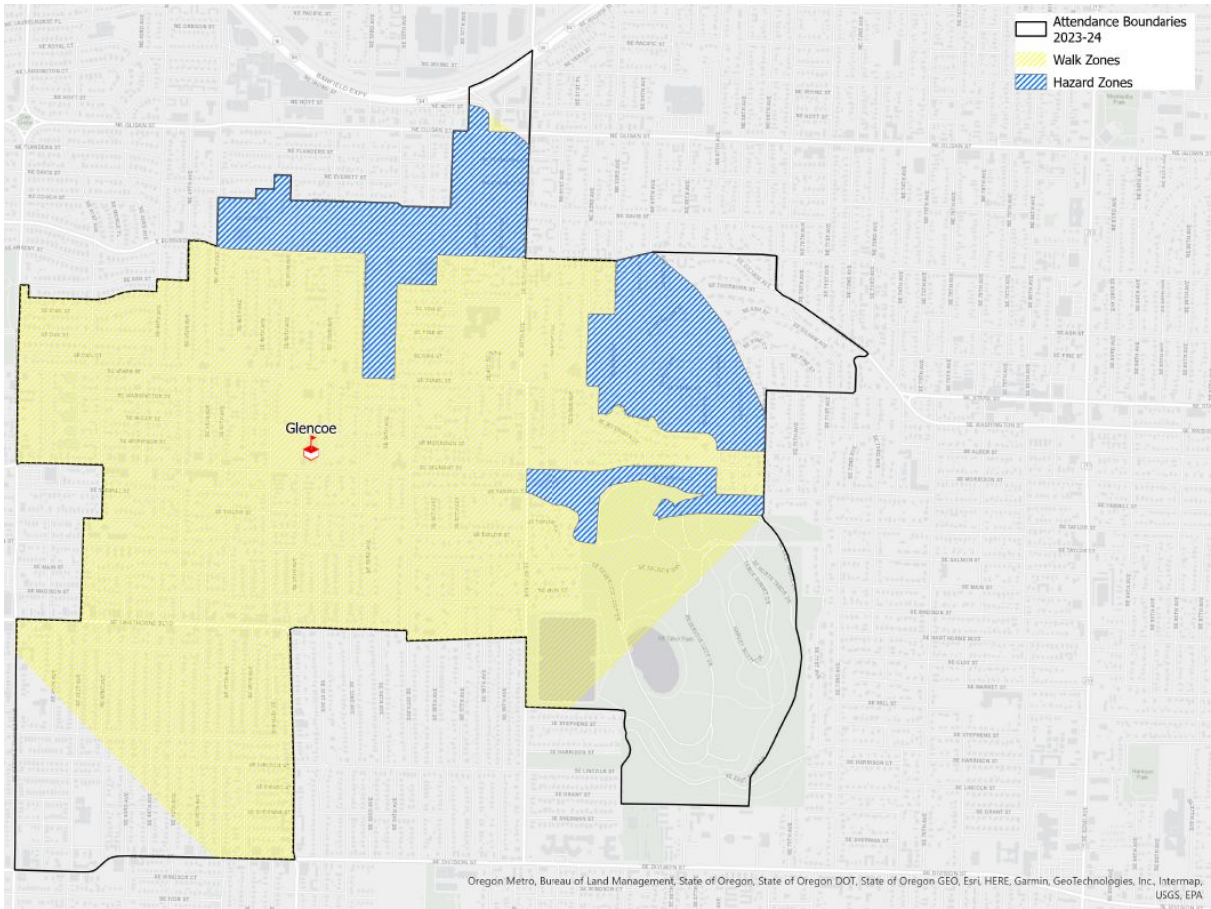


Glencoe

STPU Recommendation

No crossing Burnside in the Glencoe boundary. No walking on streets without sidewalks North of Mt. Tabor. No additional routes needed for STPU, however, buses will be at capacity.

Net Routes due to STPU	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
0	52	0



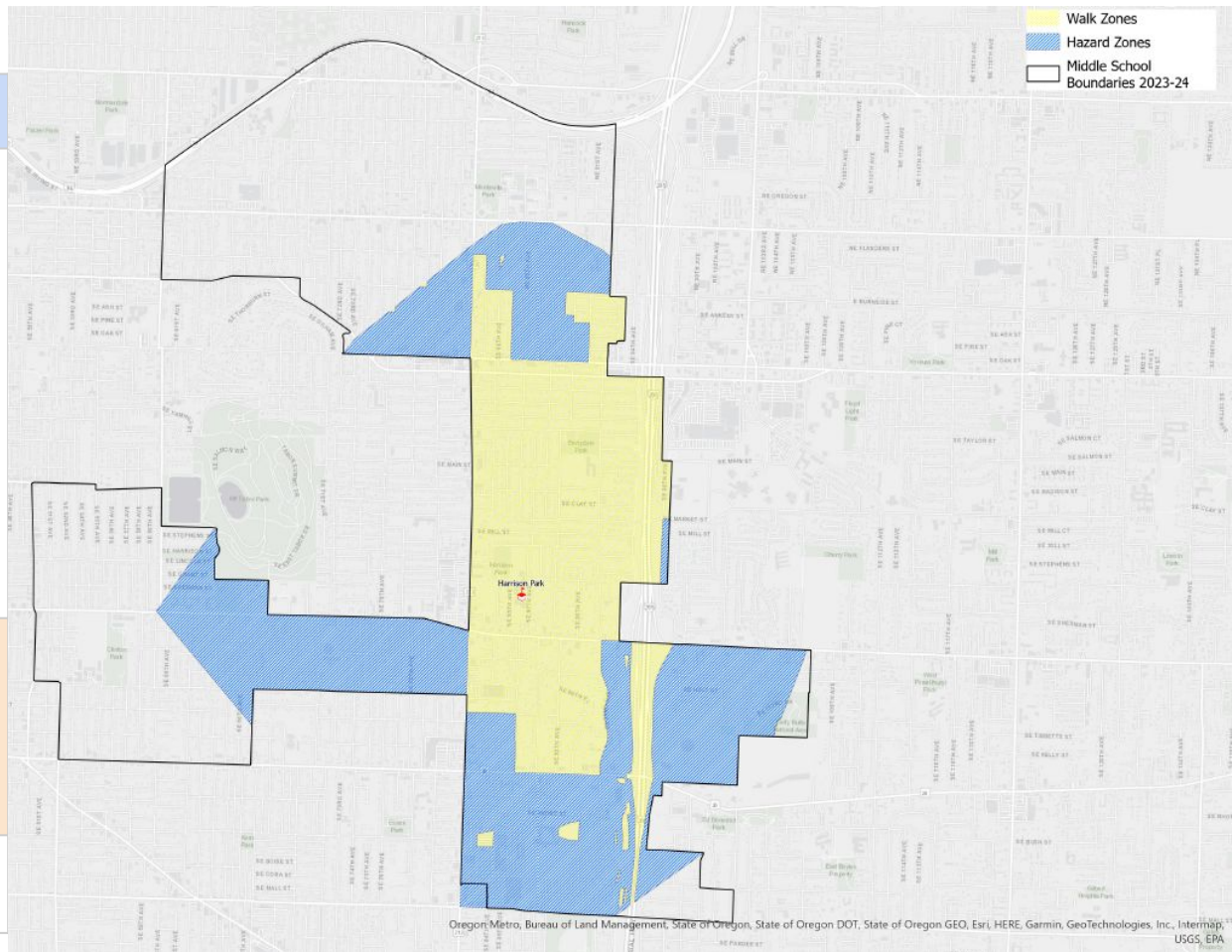


Harrison Park

STPU Recommendation

No crossing Powell, 82nd or I-205.
 Limited crossing on Stark. Multiple hazard zones include a large area north of Stark, the entire areas west of 82nd, South of Powell blvd and East of I-205. Routes will be added due to program balancing but only one additional is estimated to be needed for STPU.

Net Routes due to STPU	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
1	73	0

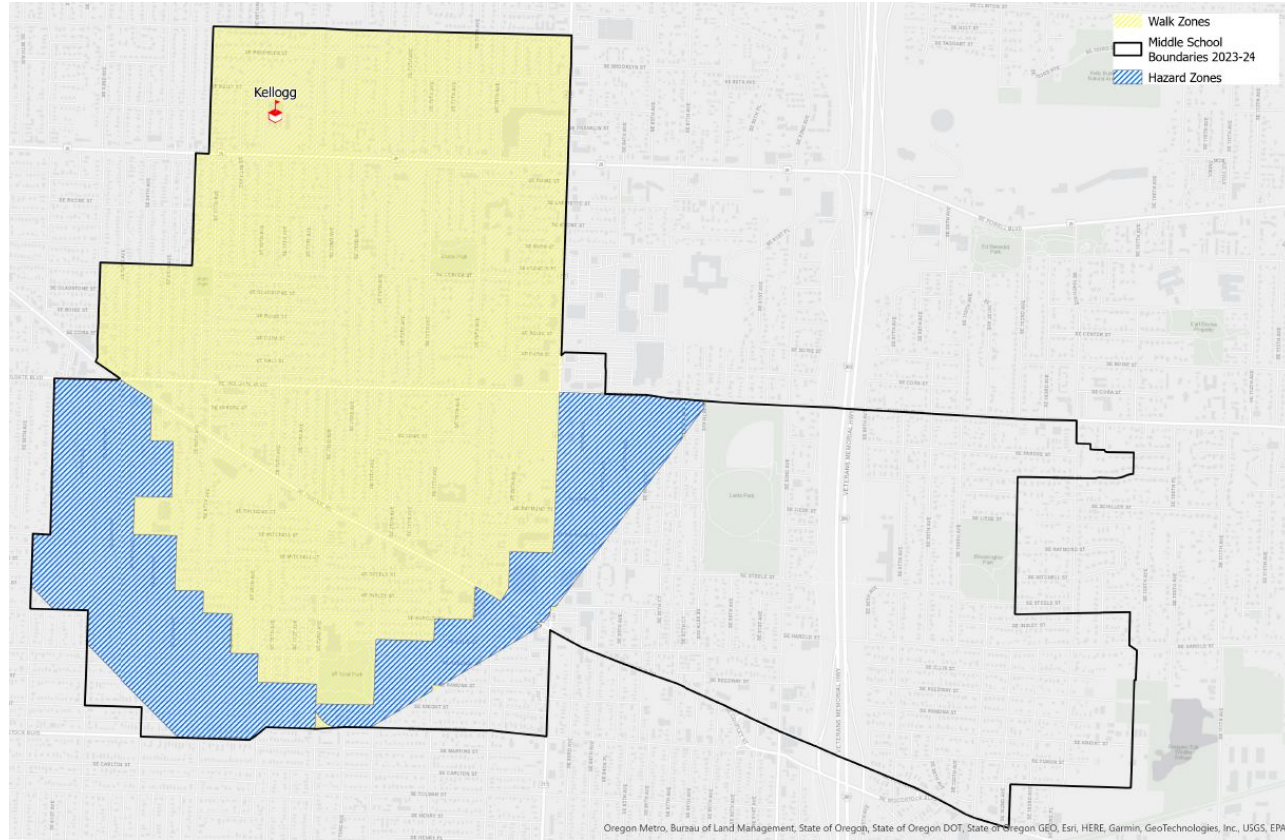




Kellogg

STPU Recommendation

No crossing Powell in the majority of the district. Crossing on 69th okay due to proximity to the school. Large portion of new hazard area in new attendance area, no added routes due to STPU.



Oregon Metro, Bureau of Land Management, State of Oregon, State of Oregon DOT, State of Oregon GEO, Eri, HERE, Garmin, GeoTechnologies, Inc., USGS, EPA

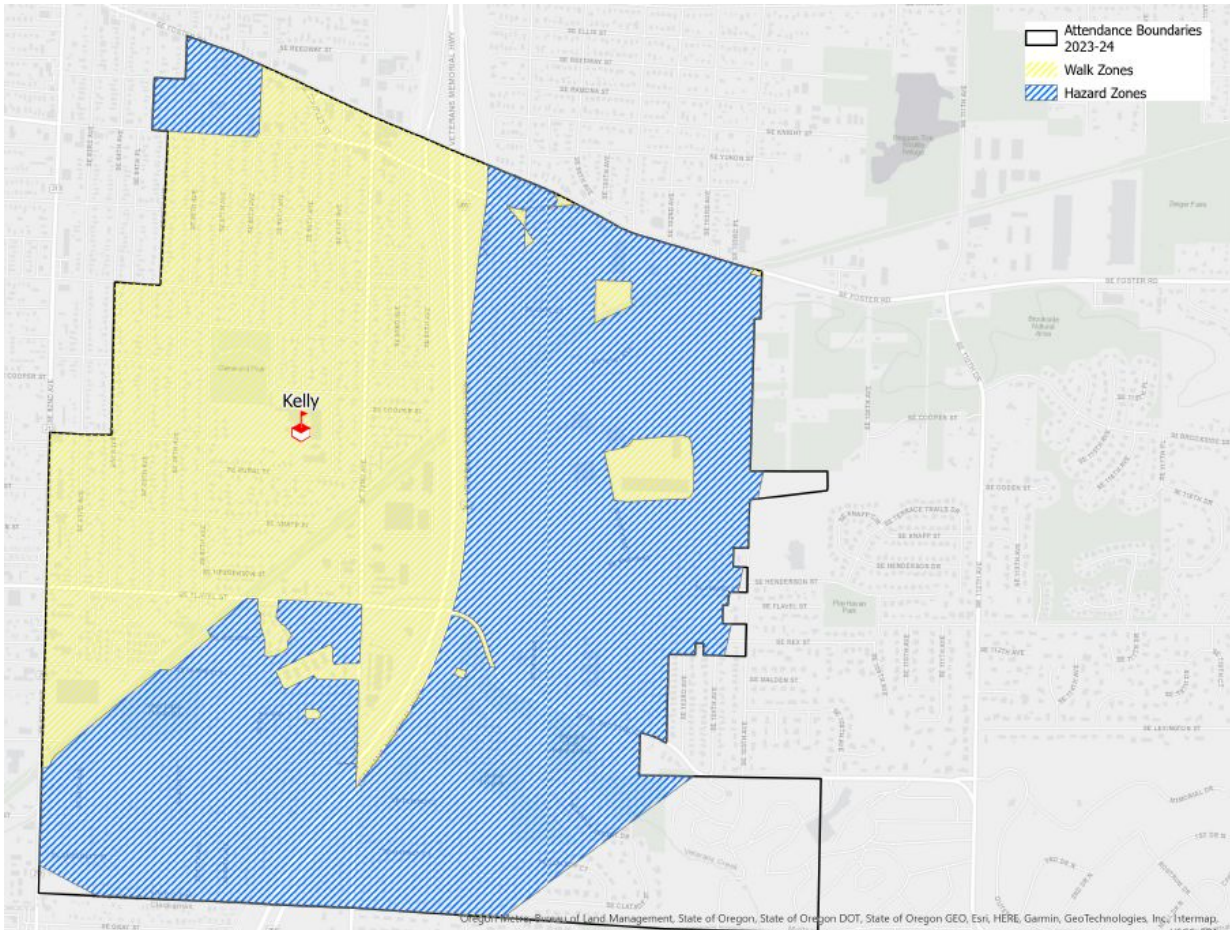
Net Routes due to STPU	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
0	20	0



Kelly

STPU Recommendation

No crossing 1-205 or 92nd Ave, limited crossing on springwater trail. Current route allocation can accommodate newly eligible students.



Net Routes due to STPU	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
0	46	0

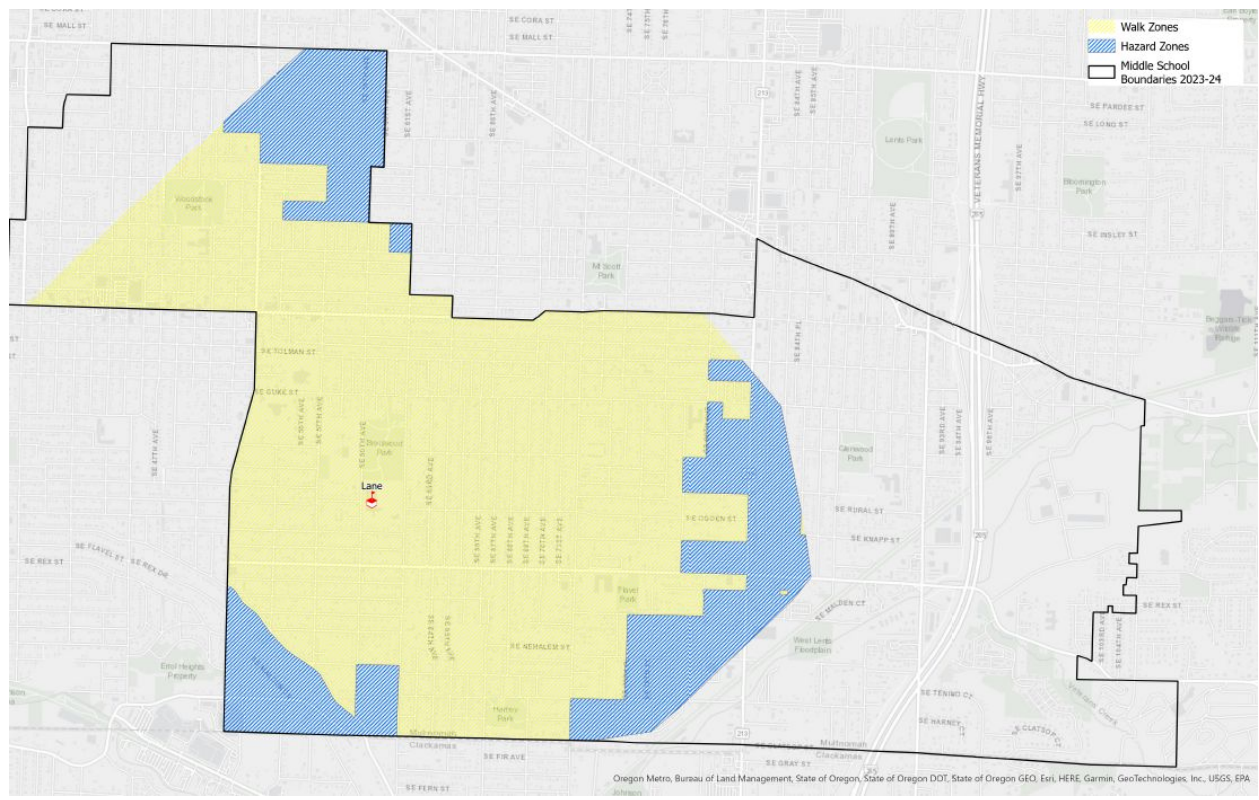


Lane

STPU Recommendation

No crossing on 82nd in this area, limited crossing on Woodstock and Flavel. Supplemental transportation provided on outer edges of the walk boundary. Bus will need to be added due to enrollment balancing, but none due to STPU

Net Routes due to STPU	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
0	42	0



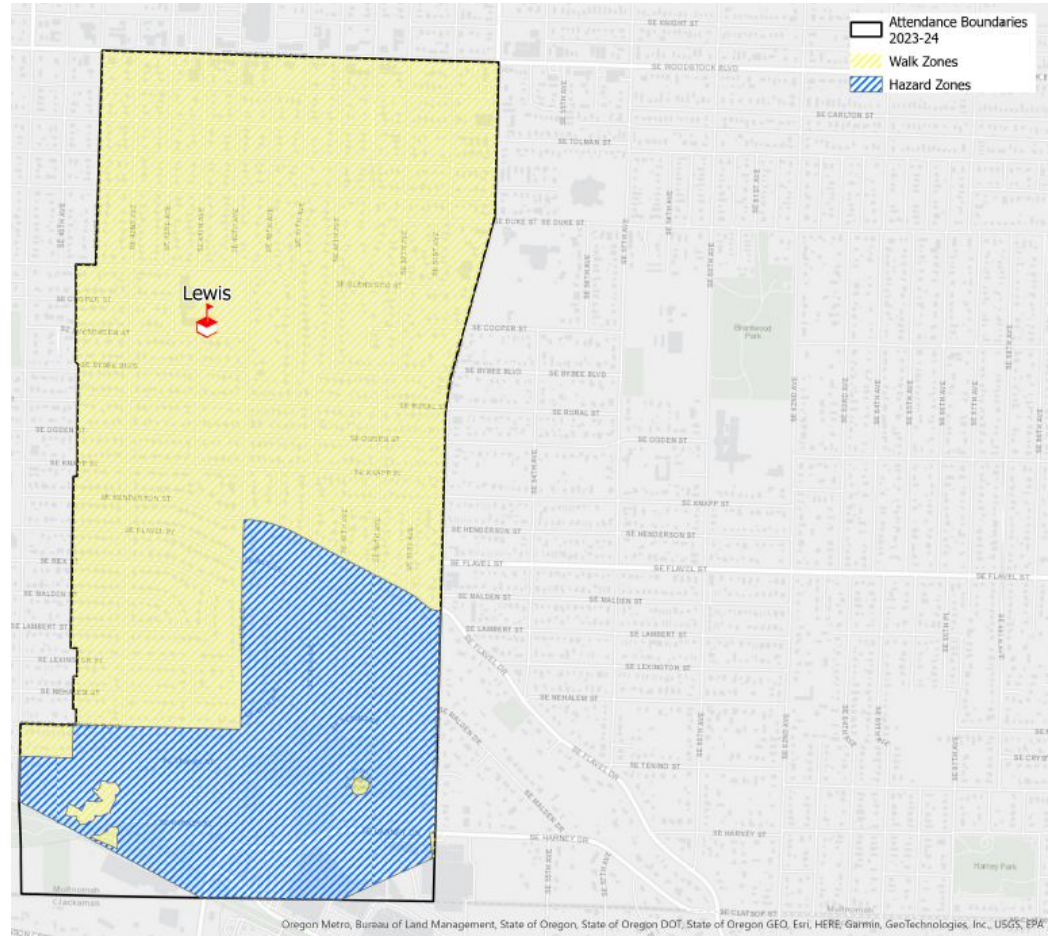
Oregon Metro, Bureau of Land Management, State of Oregon, State of Oregon DDT, State of Oregon GEO, Esri, HERE, Garmin, GeoTechnologies, Inc., USGS, EPA



Lewis

STPU Recommendation

Hazard zones added in areas in the southernmost part of the attendance boundary where students would have to walk on portions of 45th ave that doesn't have a sidewalk.



Net Routes due to STPU	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
0	34	0



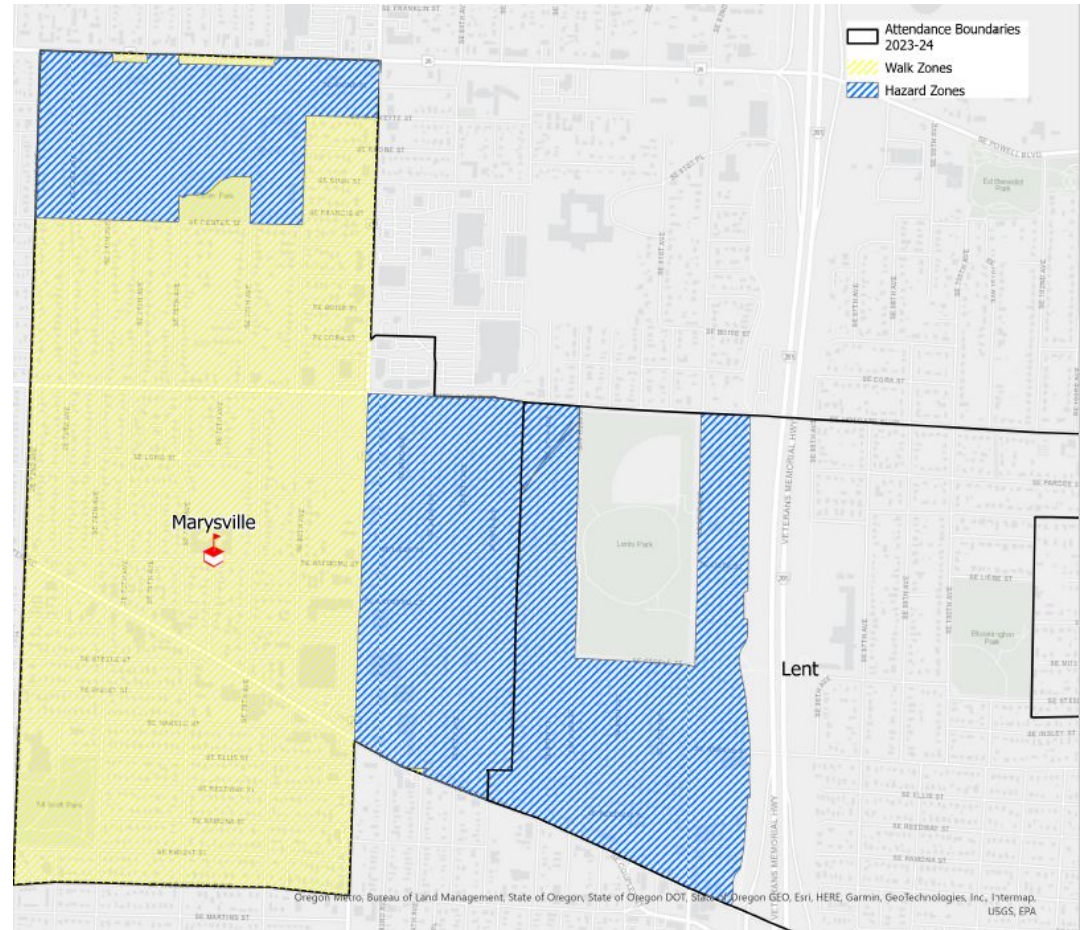
Marysville

STPU Recommendation

Entire area east of 82nd is a hazard zone. Small area off of Powell in the northernmost area of the walk boundary. No crossing 82nd, limited crossing on Holgate. No crossing I-205 or 92nd for the expanded boundary that includes Lent. Bus will need to be added due to enrollment balancing, plus one additional for additional ridership due to STPU.

Net Routes due to STPU	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
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1	98	0
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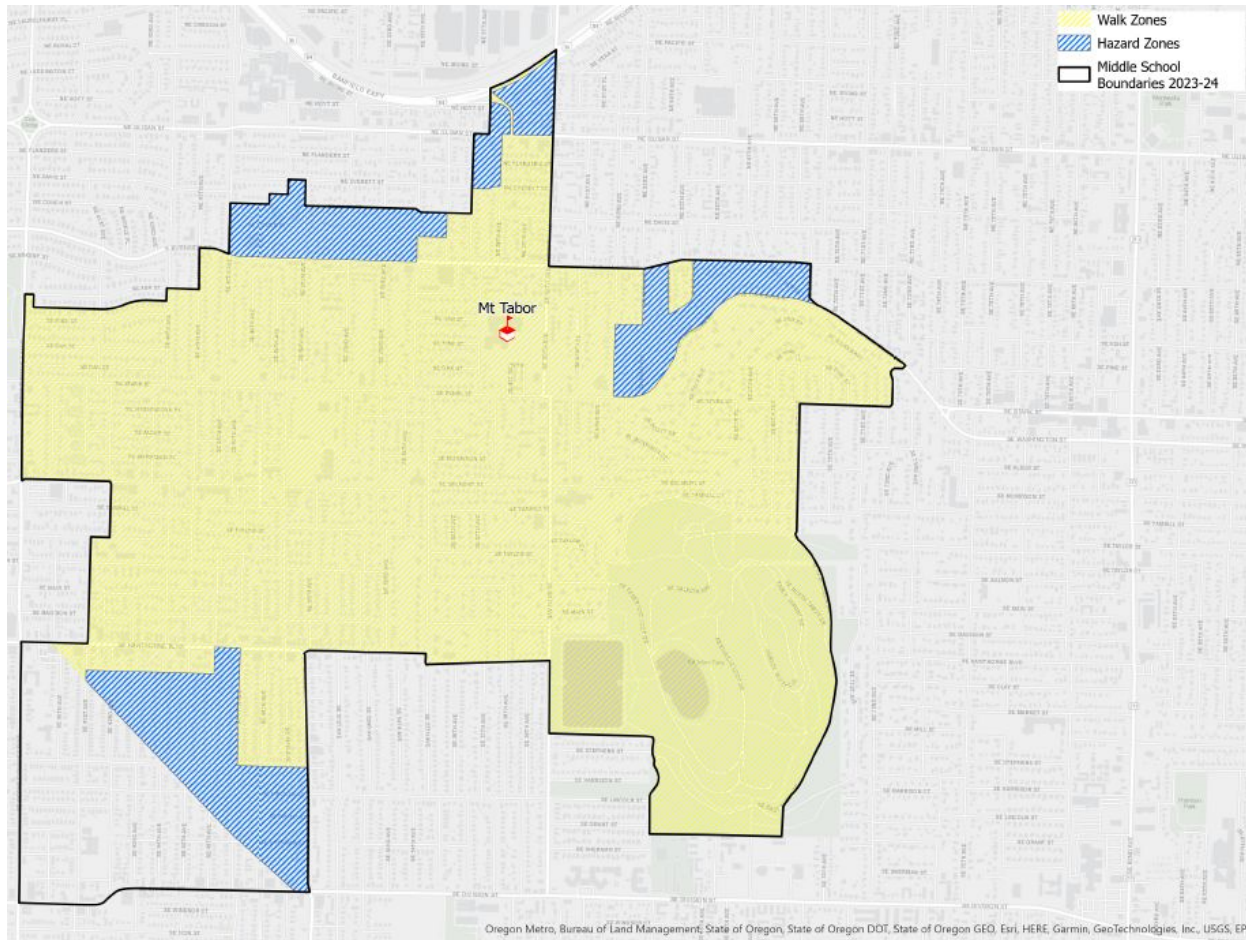


Mt. Tabor

STPU Recommendation

Limited crossing on Burnside and no walking on Thorburn. Limited crossing on Hawthorne, current routes have capacity to add students newly eligible for transportation.

Net Routes due to STPU	Estimated # Students gaining eligibility	Estimated # Students losing eligibility
0	38	0





Phase I schools with no STPU changes

Lent

No change in supplemental transportation, hazard zone west of I-205 remains. Entire area east of I-205 is walkable. Bus will need to be added for (DLI) program balancing only.

Woodstock

No change in supplemental transportation. Entire 23/24 attendance boundary is in walk zone. Transportation will be provided for DLI program and transitional service for Program Balancing. No new STPU recommendation.



Added Routes and Cost

Estimated # of full routes needed for STPU updates: 1

Estimated Cost: \$110,000

- We do not need to add another route to our fleet for every site that needs a route added, there are plenty of ways we can reallocate our current fleet.
- Doing this phase in conjunction with SE Portland Enrollment Balancing also makes estimates difficult as we will be adding routes due to boundary and programmatic changes that could have capacity to add students who are eligible due to STPU.
- We are still estimating one bus route will need to be added to our fleet to accommodate the STPU recommendations.



Questions?