

# Oregon Department of Education

## Responses to 2015 Ways and Means Information Requests

### 3-9-15

From the March 5, 2015 meeting of Education Subcommittee:

**1. In a previous session, a bill was passed for retrofitting school bus diesel engines. Was funding set aside for that? What's the status of retrofitting the buses? (Representative Komp)**

**RESPONSE:** HB 2975 (2009) requires all school buses with diesel engines operated in Oregon to be 1) retrofitted with 2007 equivalent engines and 2007 fine particulate matter capture technology by January 1, 2017 or 2) replaced - by January 1, 2025 - with school buses manufactured on or after January 1, 2007.

Of the State's 5,800 school buses currently in operation, 3,300 were built before 2007.

#### Current Status:

##### Retrofitting -

- Of the buses built prior to 2007, 600 have been equipped with tailpipe filters.
- Tailpipe filters, which cost from \$16,000 to \$22,000 apiece, are an expensive short-term solution. At an average of \$20,000 per tailpipe filter, it would take \$54 million to equip the remaining 2,700 buses (\$20,000 x 2,700).
- These prices don't include the \$70,000 to \$80,000 cost of a particulate filter needed for each fleet to clean the tailpipe filters.
- These costs are allowable transportation costs and eligible for partial reimbursement (70-90%).
- As a state, we likely are not on track to meet the 2017 goal for retrofitting engines.

##### Replacement -

- State law doesn't require buses built prior to 2007 to be taken out of commission (replaced) until 2025.
- At today's current average price of a school bus (\$110,000), it would take approximately \$363 million to replace these 3,300 pre-2007 buses.
- Salem-Keizer School District has the most pre-2007 diesel buses (100). It plans to replace the 62 oldest by next school year as it resumes bus replacements halted during the recession.
- Due to improving school budgets last biennium, school districts are reporting a renewed commitment to purchasing new buses to replace their aging fleets. However, there is concern new bus purchases will slow again if budgets are constrained. More districts

may contract for services if they don't have the resources to replace their aging fleets. At present, just under half of all school buses are contracted services.

#### Funding -

- The Department of Environmental Quality set aside \$1 million in a one-time allocation in 2007 to get old school buses and other diesel engines off the road. This amount was reduced to \$800,000 when the recession hit.

### **2. For the under-5 population, how many does Oregon cover with Early Learning Division services? (Representative Sprenger)**

**RESPONSE:** Recent counts (FY 2014) show:

- Early Head Start – 64 children
- Healthy Families – 2,470 families
- Kindergarten Partnership and Innovation Fund – 9,452 children benefitting from investments
- Oregon PreKindergarten – 13,321 children
- Relief nurseries – 3,319 children
- **Total = 28,626 or roughly 12.4% of children under 5 years of age**

Additionally:

- 27% (about 62,000) of children under the age of 5 are enrolled either in a licensed child care center, a licensed family child care, a Head Start or Oregon Prekindergarten Program.
- About 30% of children (69,000) are in informal (license-exempt) settings.
- Seventy (70%) of the investment in early learning and child care comes directly from parents and families.

### **3. What is the percentage of eligible children not enrolled in programs such as Head Start/Oregon PreKindergarten and Early Head Start? (Senator Roblan)**

**RESPONSE:** Approximately 62.1% of eligible are served in the Oregon PreKindergarten Program, leaving 37.9% unserved. In Early HeadStart, only 5.2% of eligible children are served, leaving 94.8% unserved.