

**CONSENT AGENDA – ITEM FOR ACTION****TRANSPORTATION SUPPLEMENTAL PLAN 2026-27****SUMMARY**

Oregon school districts provide daily round-trip home-to-school transportation for students living more than a certain distance from school, and for selected areas within these zones where needed for student safety. To qualify for state reimbursement of 70% of approved transportation costs, routes servicing areas within these zones must be approved as local district Transportation Supplemental Plans. These plans are revised as transportation needs and circumstances change.

**BACKGROUND**

Oregon Revised Statute (ORS 327.006) establishes the criteria for reimbursement of approved transportation costs by the state at 70%. The primary component of the reimbursement is daily round-trip home-to-school transportation for elementary and secondary students living outside transportation zones established by statute (1.0 and 1.5 miles respectively). The statute includes provisions for reimbursing transportation costs for students living within these zones if it is required for health or safety reasons. To qualify for reimbursement, routes servicing areas within these zones must be approved annually by the Oregon State Board of Education as local district Transportation Supplemental Plans. The primary reason for providing transportation for students within the non-transportation zone is lack of sufficient infrastructure for a safe walkway (e.g., sidewalks, walkways, road crossings, etc.).

A committee comprised of BSD Transportation, Public Safety, and Risk Management staff along with representatives from the City of Beaverton Traffic Department, Washington County Land Use, Washington County Safe Routes to School, and the THPRD Planning Department evaluate planned and completed road and pedestrian access improvements within our boundaries and determine their effect on BSD student transportation. In many cases, road and sidewalk improvements have a positive effect on school accessibility by creating safe walking routes for students living nearby who are presently transported by school buses. The statute also includes a provision for reimbursement of active transportation costs related to crossing guards and staff time required for the coordination of active transportation for students living less than 3.0 miles from school, a result of the passage of HB 3014 in 2023. Crossing guards are required when a safe walk path for students residing within the non-transportation zone exists but requires crossing a street which exceeds the minimum speed and vehicles per hour limits established for the associated grade levels.

The 2026-27 Transportation Supplemental Plan includes the addition of one crossing guard to the currently 86 authorized crossing guards serving 29 elementary and 6 middle schools. The district will begin including these costs in the annual reimbursement application. An index of crossing guard positions, locations and hours are listed at the end of the plan.

**RECOMMENDATION**

The superintendent recommends the board approve the Transportation Supplemental Plan revisions.

**Belong. Believe. Achieve.**