

Transportation Department Report to the School Board

The Beaverton School District Transportation Department supports the District Mission by providing eligible students with Transportation to and from school, on time and ready to learn.

Students Transported

Approximately 19,000 students ride a Beaverton School District bus each day. The majority of these students are Regular Education K12 students, attending their school of residence. Transportation for these students is extremely efficient due to the following factors:

- Proximity of service area to school means shorter ride times.
- Bus stops are used by multiple students.
- Bus routes are engineered to utilize as much of a bus's available seating as time allows.

| Year | BSD Enrollment | Eligible for Transportation | Regular Education Students Transported* |
|-----------|----------------|-----------------------------|---|
| 2011-2012 | 39020 | 28603 | 19121 |
| 2012-2013 | 39488 | 26891 | 18184 |
| 2013-2014 | 39387 | 27368 | 19120 |
| 2014-2015 | 39088 | 27907 | 19811 |

* Special Education transportation is difficult to track, as student attendance varies dramatically from day to day. A reasonable estimate would be approximately 1150 Special Education students ride a bus each day.

The following students require more specialized transportation service:

- Regular Education students attending an Option School or a K8 school.
- Regular Education students who reside out of the BSD attendance area but qualify for service through the McKinney Vento Act.
- Special Education students attending programs hosted at BSD Schools.
- Special Education students attending one of thirteen programs outside the BSD borders.
- Early Intervention and Head Start students

Options School Transportation

Students attending an Options program are transported from their neighborhood to a focal point (ACMA, ISB, HS2) and then shuttled to their destination each morning. In the afternoon, they are bused to the high school closest to their residence, and then transported home with the high school students.

Options Transportation is resource intensive, but is an investment in Equity. Options Transportation is crucial to ensuring that access to these programs is not limited to those families able to provide their own transportation.

Currently 27 buses provide transportation to an average of 829 Option Students each morning, and approximately 1650 travel home on a high school bus each afternoon.

K8 Option School Transportation

Middle school students who enroll in a K8 school (Springville, Raleigh Hills, Aloha Huber Park) are provided transportation even if they live outside of the school's attendance area. These students are transported using the SPED model of transportation (curb to curb, generally one student per stop).

This form of transportation is extremely resource intensive. Two examples:

- One Raleigh Hills student was transported to and from NW 209th.
- One Springville student was transported from 65th and Barnes Road.

In both of these instances, each student required a dedicated driver and bus to transport them (and only them) to and from their school each day.

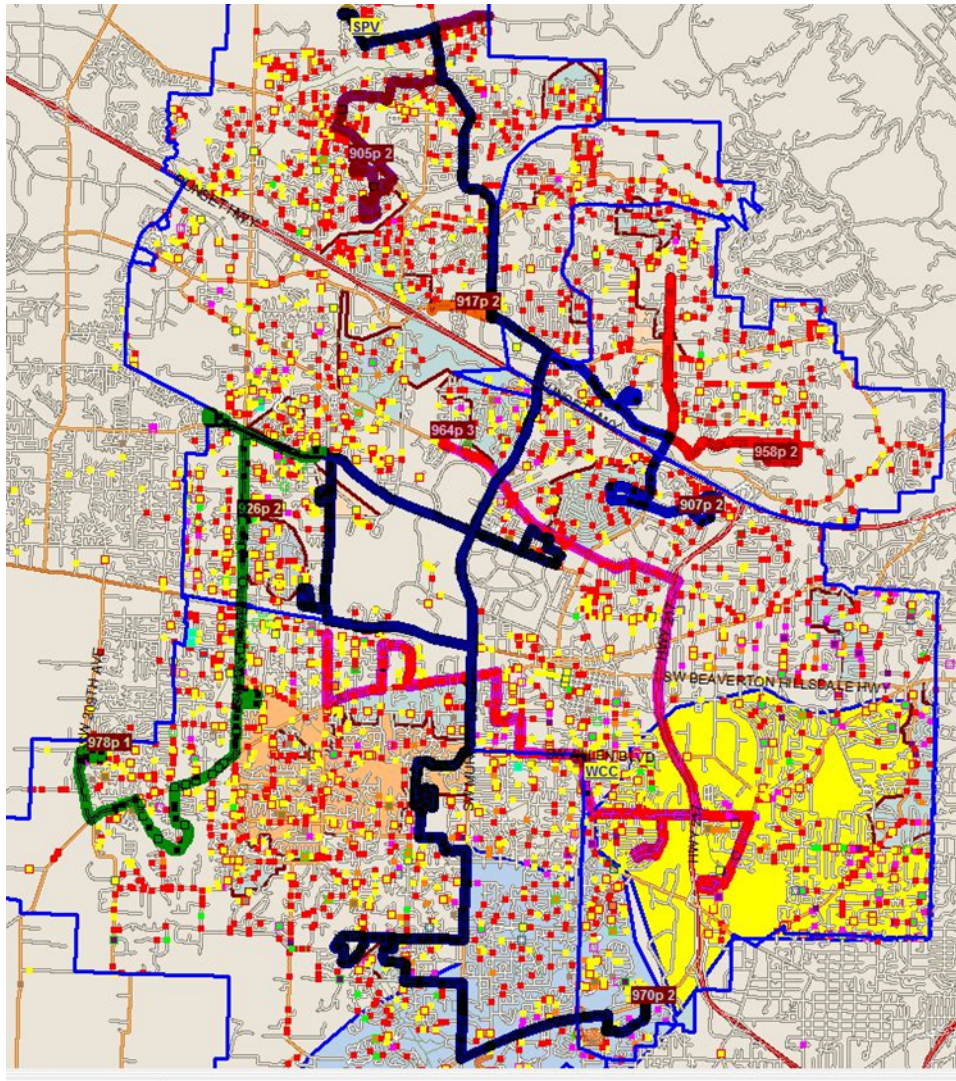
K8 Options Transportation, similar to Option School Transport, supports the District Pillar of Equity by opening up access to these schools.

Special Education Transportation

The District transports approximately 1150 students to 62 Beaverton School District Special Education Programs and Classrooms and an additional nineteen programs and schools outside of the Beaverton School District (including Early Intervention and Head Start). These outside placement programs are located in Tigard, Tualatin, Hillsboro, Portland, Lake Oswego, and Salem.

Most of these students attend programs that are outside their local attendance area and require specialized transportation. 41% of our operating fleet serves Special Education students and their families, approximately 6% of the students we transport.

Special Education Transportation often requires a bus to travel a significant distance to bring a student to school. In addition, many students have challenges riding on the bus for an extended period of time. Time, rather than capacity, becomes the limiting factor when designing Special Education bus routes. Each bus may only have time to pick up three or four students before it must travel to the destination school and deliver those students.



The attached map shows routes serving Special Education students attending Springville Elementary School. The light blue line outlines the District. Each “bold” colored line represents a single route picking up students.

McKinney Vento Transportation

The District provides Transportation services to students experiencing homelessness to and from the student’s school of origin as required by the McKinney-Vento Homeless Education Assistance Improvements Act of 2001. The District transports an average of 120 McKinney Vento students each day. Most of these students reside substantially outside of their resident school’s attendance area and require individualized transportation plans. Currently, we are transporting students from Forest Grove, Lake Oswego, Hillsboro and Tigard to Beaverton Schools. Transportation staff work in close collaboration with the District Title X support office and the schools to provide transportation that meets the requirements of the law, meets student needs, and use District resources wisely.

Fleet Mileage

| Year | Home to School Miles | Field Trip Mileage | Non-Reimbursable Mileage | Total Mileage |
|-----------|----------------------|--------------------|--------------------------|---------------|
| 2011-2012 | 2915891 | 152179 | 103077 | 3171147 |
| 2012-2013 | 2877897 | 111011 | 70860 | 3059768 |
| 2013-2014 | 2876686 | 168095 | 56957 | 3101738 |
| 2014-2015 | 224521 | 110782 | No count yet | 2464085 |

The Beaverton School Bus Fleet travels more than three million miles annually. Our buses make approximately 8600 stops each day serving 67 schools and programs. 2014-2015 mileage is year to date. We estimate that Total Mileage for 2014-2015 will end up at approximately 3.1 Million miles.

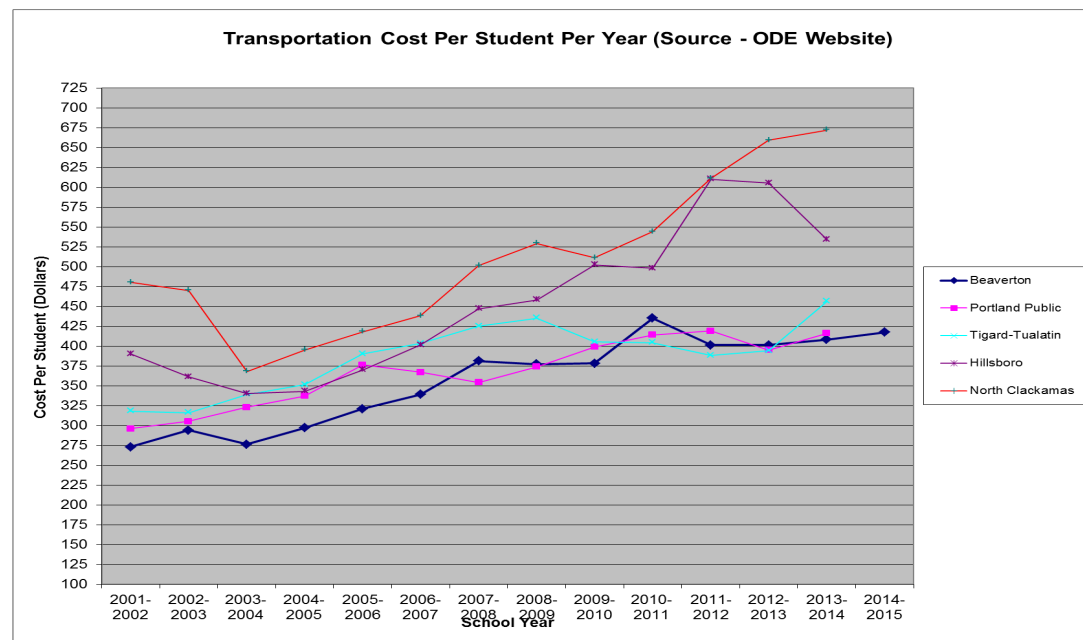
Field and Athletic Trips

| Year | Field Trips Completed by BSD |
|-----------|------------------------------|
| 2012-2013 | 2595 |
| 2013-2014 | 2488 |
| 2014-2015 | 1888 |

2014-2015 numbers are year to date. Spring Athletics traditionally is an extremely high demand time for trips.

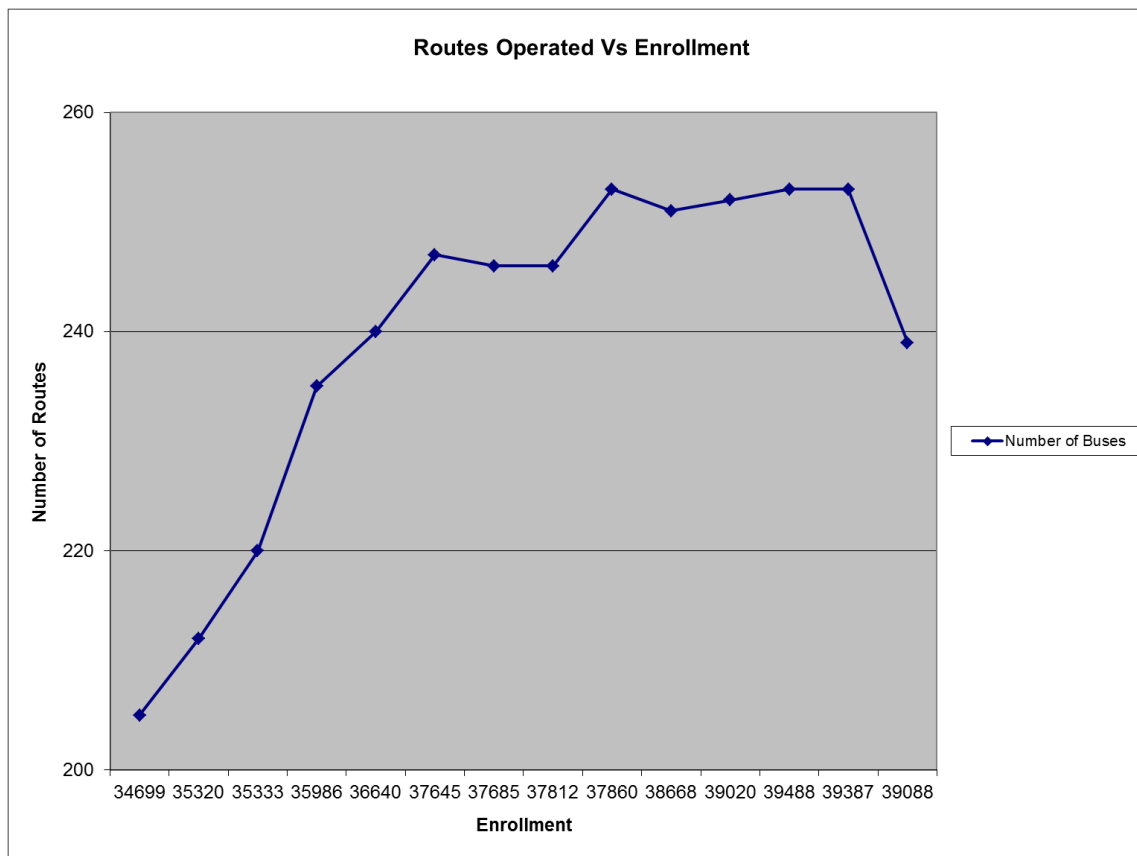
The Transportation Department provides service to schools and athletic teams throughout the year. We provide service for the majority of trips requested, however some transportation service is provided by Contractors. Contracted trips occur at times when Beaverton's fleet is already fully committed to providing home to school service to students.

Transportation Cost Per Student



Oregon Department of Education measures school District Transportation costs per student. Beaverton consistently operates on a per-student basis more efficiently than other major Metro-Area School Districts.

The Transportation Department has continued to focus on lowering operating costs and improving efficiencies.



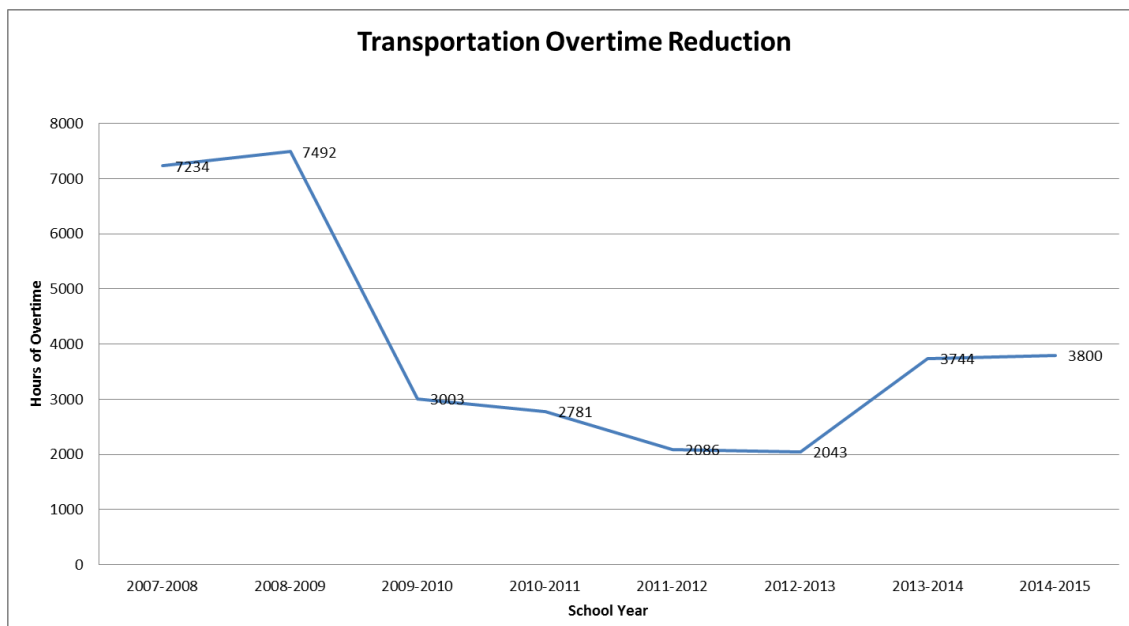
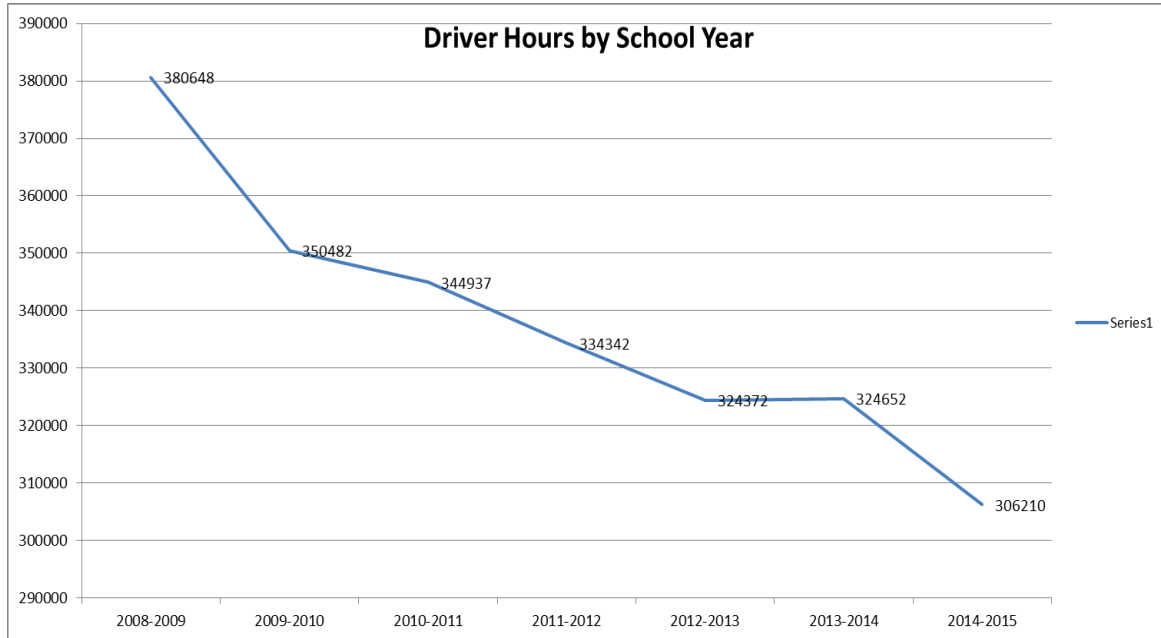
The Transportation Routing Team designs both Regular Education and Special Education school bus routes to serve all eligible students. While enrollment has stalled recently, there has been additional demand for Transportation services due to an increase in the number of BSD students attending outside placement programs or receiving McKinney Vento related service. The overall decrease in routes operated is largely due to efforts by the Routing Team.

New Routing Software installed in the 2012-2013 school year has allowed our routers to create, edit, and monitor school bus routes much faster than the prior system. This in turn has provided more opportunity to review and consolidate routes during the school year.

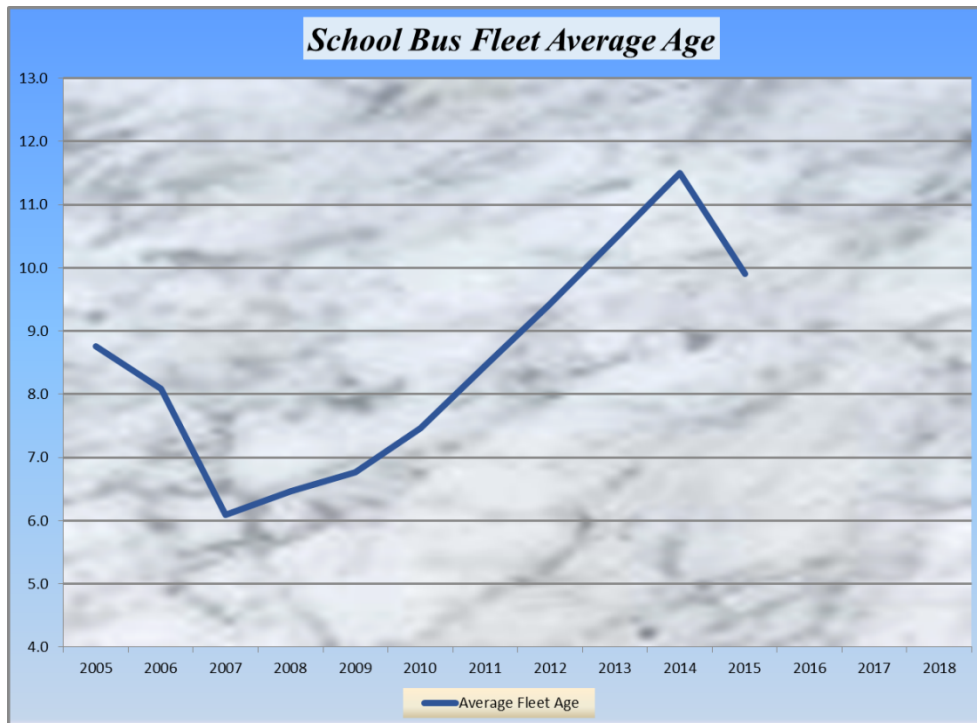
Payroll Efficiencies

The Transportation Department strives to operate as efficiently as possible, mindful that our savings can be used in the classroom. The routing efficiencies above have caused a similar reduction in payroll expenditures for the department, while multiple work assignment process changes have resulted in

substantial overtime reduction since the 2007-2008 school year. Much of the current department overtime is directly related to field and athletic trips driven by our route drivers in addition to their normal scheduled workweek. Data for 2014-2015 is an estimate, looking at YTD numbers as of April 7th combined with past hours from now until the end of the school year.

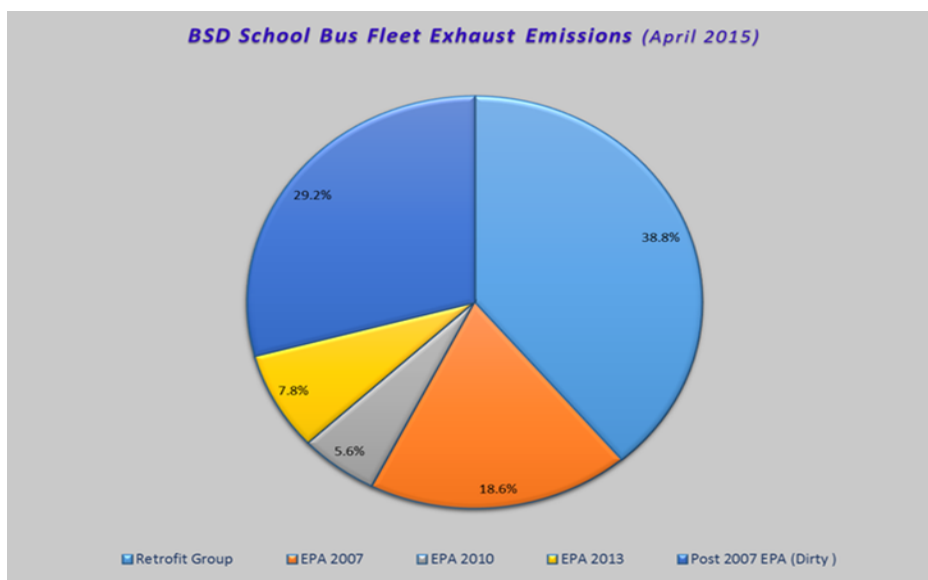


The Beaverton School Bus Fleet



Beaverton has the largest publically owned school bus fleet in Oregon with 316, including 40 new school buses purchased in the 2014-2015 school year. This purchase has significantly reduced the average age of our fleet (from 11.5 years to 9.9 years) and allowed us to retire 38 vehicles with an average age of 18.05 years. Almost all of these vehicles had more than 200,000 miles, and required large amounts of mechanic time and money to keep them running.

Low Emission Vehicles



29.2% of BSD School Buses are post 2007 EPA emission compliant buses. This group produces high exhaust emissions. The remaining buses (70.8%) are EPA emission compliant for EPA standards established for 2007 - 2013, or have been retrofitted with emission reduction devices that reduced emissions to levels near that for 2007 EPA compliant buses. This reduction amounts to about 90% particulate matter and with the use of ultra low sulfur diesel another 5% reduction was obtained .

An additional 15 pre-2007 non-retrofitted vehicles will be replaced at the end of the 2014-2015 school year with new, 2010 compliant buses. It is important to note that pre-2007 non-retrofitted buses may remain in service until 2025.

Technician to Bus Ratio

This measures the ratio of mechanics and technicians an organization has in proportion to the size of the fleet, and if staffing is able to properly support a fleet of vehicles. Currently, we have 28.7 vehicles for each technician. Nationally, the average for School Bus Fleets of 300 vehicles or more is 24 vehicles per technician (Source: School Transportation News 2015 Survey). Beaverton's calculation is factored to include 80% repair time for the TSC Lead Technician and 20% repair time for the Allen Shop Foreman.

The District would need to add 1.2 technicians to bring our ratio down to 24 to 1.



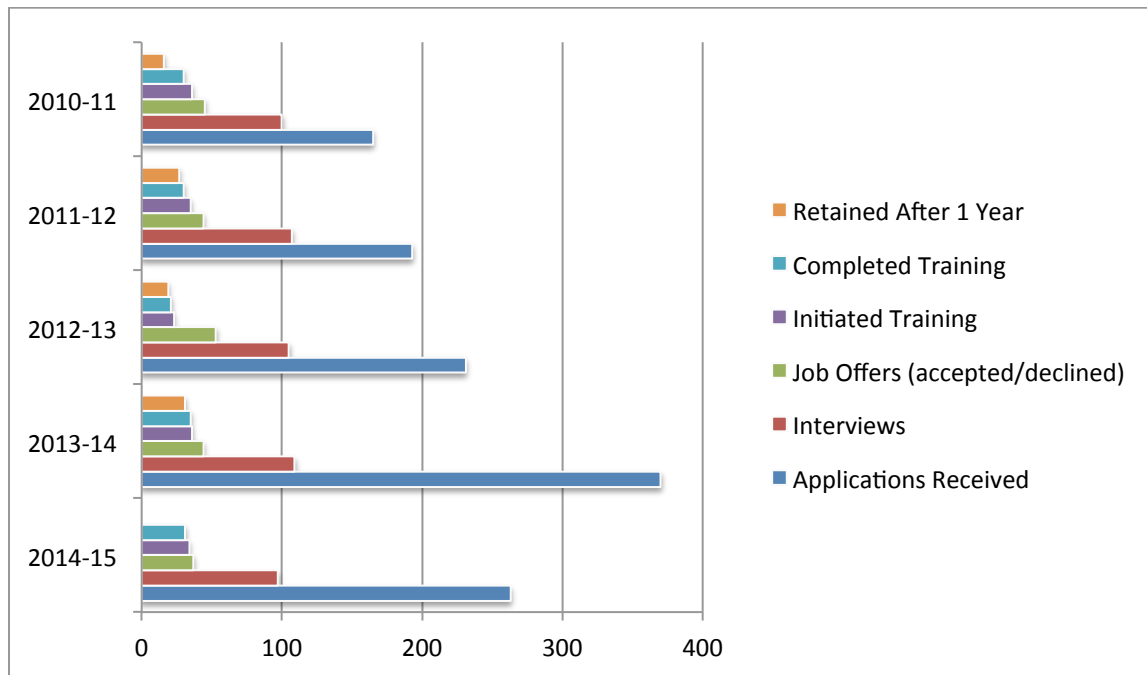
Innovate - AVL

Automatic Vehicle Location (AVL) is a technology with numerous applications for the Pupil Transportation Industry. School Buses with an AVL system can be tracked in real time to provide information on the bus's current position, path travelled, stops made, speed throughout the route, mechanical warnings, and time spent idling. The benefits this technology offers are numerous:

- Increased efficiency – monitoring bus idling, acceleration, and speed allows us to track and improve fuel efficiency of our operation.
- Route Timing – Travel information is stored and correlated with data in our routing system, allowing us to refine our predicted school bus stop times and provide more accurate information to schools and the community.
- Improved Customer Service - Software allows parents to receive information about their student's bus and its estimated arrival time at the bus stop.

This April, we received 40 GPS units, which will be installed, in our 40 newest school buses by the end of the 2014-2015 school year.

Hiring and Retention



Beaverton School Bus drivers are a very dedicated group of individuals. A school bus driver, on average, works from 6:30-9:15 AM and will return and work from 1:30-4:15 PM. This part-time, 180 day split shift work is unattractive to many. Our greatest challenge is hiring drivers who are willing to work part-time yet meet the high standards our community deserves. We remain committed to the District Pillar of Excellence in our hiring, to ensure that the drivers we hire are committed to the success of our students.

Our ideal candidates vary in background; some are retired professionals that are either bored in retirement or looking to supplement their income. Others are stay at home spouses who want part-time work while their children are attending school. We also have many that are employed part-time with other employers and use the District to help gain benefits or extra income (realtors, contractors, and people with family businesses). Transportation drivers (257) currently average 7.2 years working experience.