
Transportation Department

2024-2025: Year of Implementation in the Transportation Department

We are focused on implementing and improving the following areas:

- New Bell Schedule
- Electric School Buses & Infrastructure
- Partnerships & Grant Funding
- Staffing

New Bell Schedule

The revised bell schedule for elementary, options, and high schools began this year. We faced two significant challenges:

- Overestimating the importance to CTE students of driving to classes outside their home school. This was resolved by adding CTE bus stops at each high school, enabling students to park at their home school and ride the bus to CTE classes.
- Late buses to Tier 2 elementary schools and succeeding middle and high schools due to tight route schedules. Reducing the time between 1st and 2nd tier elementary schools to 30 minutes did not allow for student management or rider issues to be addressed. Delays to Tier 1 buses caused cascading delays at remaining schools on the route. These issues were addressed by adding bus routes and re-routing stops. The department is working with principals and executives to adjust bell schedules for 2025-26 to avoid future issues.

Electric School Buses & Infrastructure

- This is the largest part of our implementation plan. We started the school year with 8 electric buses (ESBs) and now have 43 in service, all serving Title I schools and 80% of ESBs serving special needs students. We expect 17 large ESBs by March 31 and 10 special needs ESBs by 9/1/25. By June 2026, we will operate 86 ESBs, placing Beaverton among the top 5 largest electric school bus operators in the nation.
- Transportation is on track to have all diesel-powered special needs buses eliminated by fall 2027 and replaced with electric and propane-powered buses.
- We are increasing our charging capacity at TSC from 31 to 67 chargers effective February 28 and have partnered with Portland General Electric (PGE) to add 30 chargers to the 5th Street North lot (est. December 1, 2025). This will give BSD over 100 total charging stations and greater flexibility to serve schools in the southern third of the district.

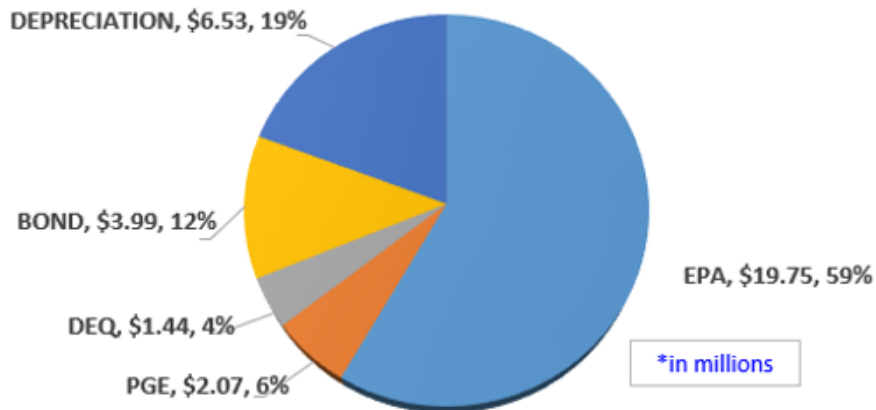
Belong. Believe. Achieve.

Partnerships

- Transportation partnered with the National Renewable Energy Laboratory (NREL) to study the feasibility, cost, and electric savings of implementing solar charging at TSC, indicating potential savings of \$5–8 million over 25 years. We are evaluating these returns in light of power purchase commitments currently in place with PGE.
- We are working with PGE on a 6-month Vehicle-to-Grid (V2G) charging project, where BSD supplies 2 buses to send electricity back into the power grid.
- The department is also performing a Managed Charging Project with PGE to test the feasibility of charging buses during off-peak hours only.

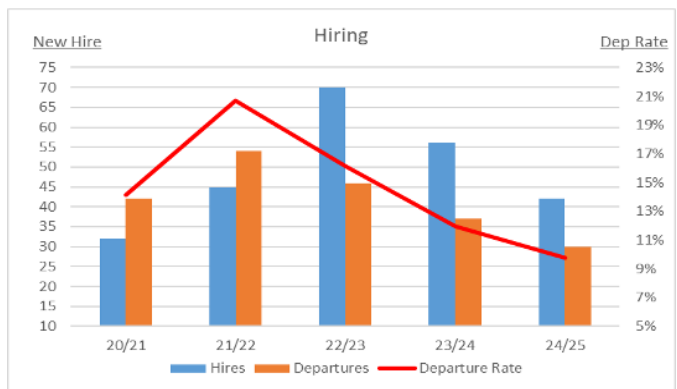
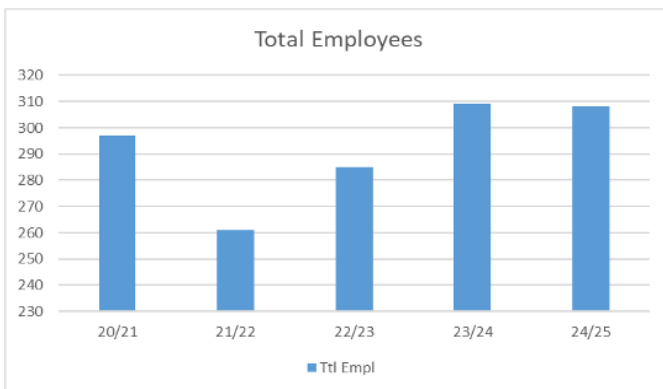
Grant Funding

- \$33.8 million is committed to bus electrification at BSD. 69% of funding has been provided by EPA, PGE, and DEQ grants; the district has funded 19% from depreciation and 12% from bond funds.



Staffing

- Staffing remains our highest priority. As of 1/28/25, we have 308 employees, including 244 drivers, the highest driver number in three decades. Driver applicant flows are robust with hires exceeding departures the past 3 years.
- Cab use to transport students has been cut by 85% by incorporating more students into bus routes, representing a \$146,000 savings versus 2023-24.
- Charter buses used for activity trips have been reduced by 78% by using the increased driver positions. This is a \$48,500 cost reduction vs. the same period last year.
- Interviewing and job offers continue weekly to meet expanding service needs, planned departures, and to continue to provide maximum school bus coverage for activity trips.



The department looks forward to supplying additional resources for the expanding dual language, career technical education, and other programs in 2025-26.