
Transportation Department

2025-26 Transportation Operations Annual Report

The Transportation Department's primary responsibility is to ensure that students arrive at school safely, on time, and ready to learn. During the 2025-26 school year, the department focused on improving service reliability, supporting student access to essential programs such as school breakfast, strengthening staffing levels, and continuing the district's transition to a more efficient and environmentally responsible transportation system.

Across all initiatives, decisions were guided first by student needs, followed by operational efficiency and long-term sustainability. The following report highlights progress in several key focus areas.

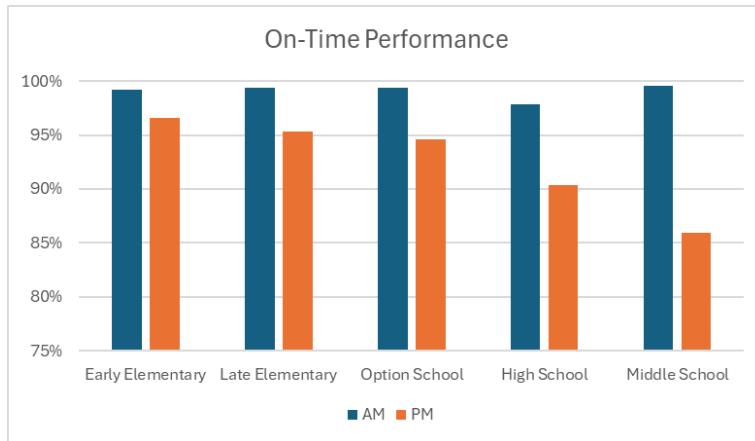
- Implementation of a new bell schedule
- Expansion of electric school buses and charging infrastructure
- Cost control and environmental impact
- Grant funding and financial stewardship
- Staffing and workforce stability

Implementation of New Bell Schedule

In collaboration with school principals, the district implemented a modest adjustment to the bell schedule, shifting start times by 10 minutes for all schools except Tier 1. This change was intended to improve morning transportation reliability and ensure students had adequate time to access school breakfast programs. A secondary goal was to improve afternoon route performance and support consistent end-of-day instructional schedules. Results from this adjustment have been highly positive:

- Morning transportation performance consistently ranged between 97% and 99% across all schools.
- Nutrition Services reported increased student participation in breakfast at all grade levels, with the greatest gains at high schools. Meadow Park and Whitford Middle Schools saw breakfast participation increases of 4%–8%.
- Afternoon service performance exceeded 95% at elementary and option schools. Middle and high school afternoon performance ranged between 85% and 90% and remains a focus area, with a departmental goal of reaching 95% by the 2026–27 school year.

Belong. Believe. Achieve.

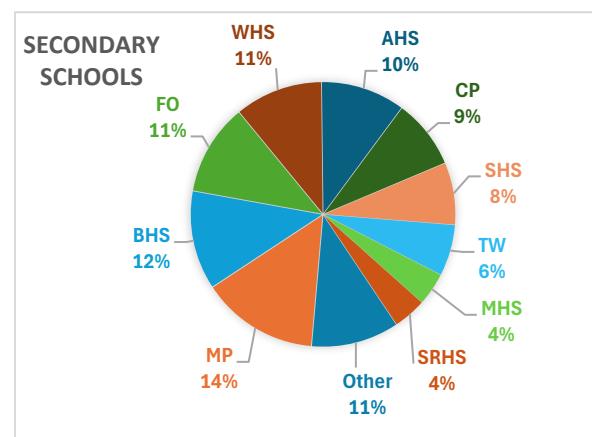
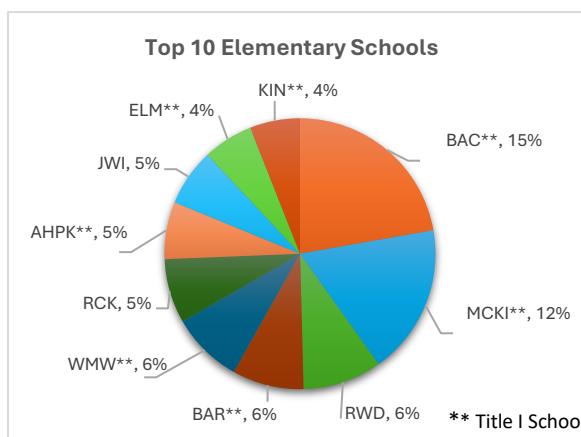


Overall, the bell schedule adjustment measurably improved transportation reliability, student access to nutrition, and operational consistency.

Electric School Buses & Infrastructure

The district continued the planned expansion of its electric school bus program, with an emphasis on equitable student access and operational efficiency. Investments in fleet growth and charging infrastructure strengthened the district's ability to meet daily transportation needs while advancing long-term sustainability goals. Key progress includes:

- A total fleet of 312 buses, including 82 electric buses, representing an 81% increase in electric buses compared to the 2024–25 school year. Delivery of 13 electric buses is expected by June 1, 2026, bringing the total to 95 and positioning Beaverton as the third-largest public electric school bus operation in the nation.
- Electric bus utilization more than doubled versus last year, with over 249,000 miles driven, *the equivalent to traveling around the equator 29 times.*
- All Title I schools are served by electric buses, and secondary schools with higher proportions of historically underserved students are assigned the largest number of electric routes.



- Charging infrastructure for 30 electric buses was completed in October 2025 at the 5th Street South facility, reducing route mileage and improving operational efficiency. This brought the total number of chargers to 105, completing the planned infrastructure build-out to support current and future electric bus operations.

Cost & Environmental Impacts

Despite significant growth in electric bus usage, the department continued to manage costs effectively:

- Combined fuel and repair savings exceeded 7% (\$63,000) compared to the 2024–25 school year, despite an 85% increase in miles driven (180,000) through December 31, 2025.
- Electric bus deployment eliminated more than 42,000 gallons of diesel fuel to date.
- Greenhouse gas emissions were reduced by approximately 86 metric tons, *equivalent to recycling 10,922 trash bags of waste instead of landfilling.*
- Managed Charging practices were implemented to avoid peak electricity rates, limiting the increase in cost per kilowatt-hour to 4%, despite a 91% increase in total electricity usage.

Grant Funding

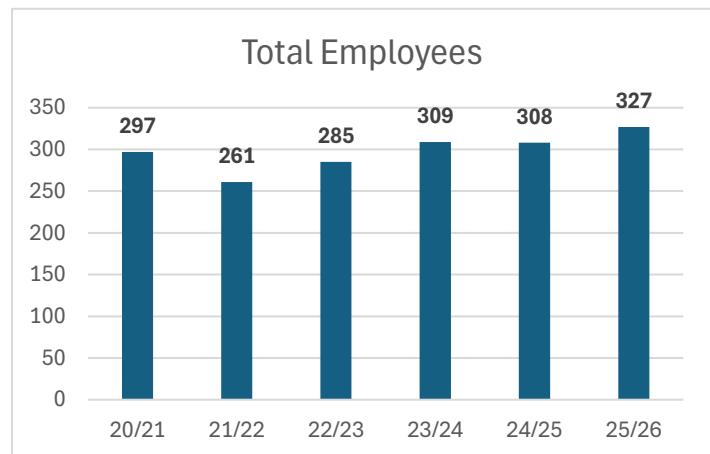
The department continued to pursue external funding to reduce reliance on General Fund resources and accelerate fleet modernization:

- \$15.3 million has been reimbursed to date from a \$19.75 million EPA grant supporting the replacement of 50 diesel buses and associated infrastructure. The district has applied for a 180-day extension due to manufacturing delays affecting the final order. Based on similar cases nationwide, a favorable determination is anticipated.
- A \$425,000 Oregon DEQ rebate was awarded for five electric buses purchased in calendar year 2025. An additional \$600,000 DEQ rebate application is planned for calendar year 2026 to support five more electric buses.
- The department applied for a \$447,000 PGE Electric School Bus Fund grant to support the purchase of two Type A electric buses, which would mark the seventh consecutive award from this program.

Staffing

Staffing remains central to the department's ability to meet growing transportation demands:

- Since July 1, the department has added 19 drivers and continues active recruitment.
- Total staff stands at 327 employees, with hiring outpacing retirements and resignations.
- The overall departure rate declined to 8%, down from 14% in the 2024–25 school year. More than half of drivers are second-career employees who typically remain with the district for 8–12 years, reinforcing the importance of consistent recruitment and long-term workforce planning.



Summary

Taken together, the work of the 2025–26 school year reflects steady progress in providing reliable transportation service to students and schools. Improvements in on-time performance, increased access to school nutrition programs, and continued progress in staffing support the department's responsibility to meet daily transportation needs. At the same time, careful management of costs and ongoing investment in electric buses and charging infrastructure strengthened long-term efficiency and environmental performance while maintaining service reliability. As the district plans for future enrollment changes and program growth, the Transportation Department remains focused on student safety, consistent service, and responsible use of district resources.