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>> I'D LIKE TO CALL THIS MEETING
TO ORDER, THIS IS INVOLVING
DOCKET 0164.

GOOD AFTERNOON.

WELCOME TO BOSTON CITY HALL.

I'M ANISA ESSAIBI-GEORGE.

THIS HEARING IS BEING RECORDED
AND BROADCAST LIVE ON COMCAST 8,
RCN 82 AND VERIZON 1964.

I ASK THAT YOU PLEASE TURN OFF
YOUR CELLS PHONE AND ANYTHING
ELSE THAT MAKES NOISE.

THIS HEARING FOR DOCKET NUMBER
0164 REGARDING THE 2018
TRANSPORTATION BUDGET FOR BPS.
PLEASE SIGN IN AND INDICATE
YOU'D LIKE TO SPEAK.

WE'RE BEING JOINED TODAY BY
COUNCILLOR MICHELLE WU -- IN
ORDER OF ARRIVAL.

COUNCILLOR FLAHERTY, COUNCILLOR
WU, COUNCILLOR FRED BAKER AND
COUNCILLOR EDWARDS AND
COUNCILLOR O'MALLEY.

DURING THE FISCAL YEAR 17 BOSTON
BUDGET SCHOOL PROCESS FOR
TRANSPORTATION PROMISED \$10
MILLION FOR FISCAL YEAR 18 FOR
EFFICIENCY STRATEGIES.

UNFORTUNATELY THAT SAVINGS --
I'M SORRY.

FY-17 WE WERE PROMISED THE
SAVINGS AND THEY WERE NOT
REALIZED IN THE 18 BUDGET.
INSTEAD, WE SAW A COST OVERRUN.
WE HOPE TO HAVE THAT CLEAR
UNDERSTANDING OF THE CURRENT
SCHOOL YEAR SPENDING AND TO DATE
SO WE HAVE A MORE ACCURATE
PICTURE OF THE TRANSPORTATION
BUDGET FOR THE CURRENT SCHOOL
YEAR, THE CURRENT FISCAL YEAR AS
WE APPROACH THE FY-19 BUDGET
SEASON.

I'D LIKE TO THANK JOHN HANLIN
FOR JOINING US AND THE
SUPERINTENDENT.

THANKS FOR BEING WITH US.
EITHER ONE OF YOU LIKED TO

START?

>> THANKS FOR HAVING US.
AS WE SAID, WE'LL HAVE AN UPDATE
ON THE TRANSPORTATION BUDGET.
THERE'S MORE TO IT ON SPENDING
AS YOU'LL SEE IN A MINUTE.
THE CLICKER DOESN'T APPEAR TO BE
WORKING.

>> WHILE WE'RE DOING THAT, I'D
LIKE TO RECOGNIZE THAT WE'VE
BEEN JOINED BY COUNCIL PRESIDENT
CAMPBELL.

>> MY APOLOGIES.

>> THANK YOU, ALAN.

SORRY ABOUT THAT.

>> OKAY.

SO OUR AGENDA THIS AFTERNOON IS
TO BRIEFLY WALK THROUGH AN
OVERVIEW OF TRANSPORTATION.
THERE'S AN AWFUL LOT OF
COMPLEXITY IN THE TRANSPORTATION
SERVICES WE PROVIDE.

IT BEHOOVES US TO EXPLAIN THAT
IN DETAIL TO THE CITY COUNCIL
TODAY.

WE ALSO PLAN ON DISCUSSING VERY
BRIEFLY SOME OF OUR BIG
SUCCESSSES FOR THE FY-18
CURRENTLY.

AFTER THAT, WE'LL DO AN OVERVIEW
OF SPENDING OVER TIME IN
TRANSPORTATION.

BUT FOR DISCUSSING WHAT'S
HAPPENING IN FY-18.

HALF OF THE PRESENTATION WILL BE
CONTEXT SETTING DOING OVER SOME
OVERVIEW OF OUR WORK AND IN
ADDITION TO THAT LAYING OUT THE
SUCCESSSES IN FY-18 IN SPENDING
GOING OVER TIME AND DIVE INTO
FY-18 ON SAVES AND COSTS.

THANK YOU ALL.

>> BPS TRANSPORTATION IS
RESPONSIBLE FOR VASTLY COMPLEX
WEB OF SERVICES.

MANY OF YOU ARE ALREADY AWARE
OF, THIS WE WANTED TO BRING IT
BACK TO LIGHT IN FRONT OF CITY
COUNCIL TODAY.

STATE LAWS REQUIRING CHARTER AND
PAROCHIAL SCHOOL TRANSPORTATION.
WHAT WE SERVE IS HIGHER THAN
WHAT IS ANTICIPATED.

WE HAVE A BIG CHOICE IN SCHOOLS.
FOR MORE SCHOOL CHOICE THAN ANY
OTHER SCHOOL DISTRICT IN THE
COUNTRY.

THAT LEADS TO ENORMOUS
TRANSPORTATION COSTS.

ONE THING YOU'LL HEAR ME SAY
TODAY, WE'RE PROUD OF THAT FACT
BECAUSE AS YOU'VE HEARD, MEMBERS
OF BPS FINANCE TALK ABOUT THE
BPS TRANSPORTATION SPENDING LINE
REPRESENTS OUR EQUITY LINE ITEM.
WE BELIEVE STRONGLY IN SCHOOL
CHOICE AS A WAY TO LEVEL THE
PLAYING FIELD FOR THE
CONSTITUENTS IN THE CITY OF
BOSTON TO ALLOW FOR QUALITY
EDUCATION NO MATTER WHERE YOU
LIVE.

BECAUSE OF THAT WE'LL CONTINUE
TO SEE HIGHER TRANSPORTATION
COSTS.

LASTLY, WE SEE AN INCREASING
NUMBER OF STUDENTS FOR SPECIAL
EDUCATION ACCOMMODATIONS.

WE'RE PROUD OF THAT FACT.

WE PROVIDE STUDENTS WITH THE
SERVICES THEY NEED.

WE'RE SEEING AN INCREASE IN
STUDENTS WITH THOSE NEEDS AND
THAT REQUIRES HIGHER
TRANSPORTATION COSTS.

>> THIS TABLE HERE SHOWS THAT
NONBPS SCHOOLS MAKE UP ABOUT
HALF OF THE BPS SCHOOLS SERVED
BY BOSTON PUBLIC TRANSPORTATION.
WE SERVE 133 EVERY DAY AND 268
OVERALL.

THE LION'S SHARE TRANSPORTED ON
BPS BUSES ARE BPS STUDENTS.
BUT WE HAVE CLOSE TO 10,000
ADDITIONAL STUDENTS BEING
TRANSPORTED TO THE CHARTER
PRIVATE OR PAROCHIAL SCHOOLS WE
SERVE.

ONE OTHER NOTE HERE, SHOULDN'T
BE LOST TO ME THAT ROUGHLY HALF
OF THE SITES WE SERVE ARE BPS
STUDENTS WHICH MEANS HALF OF
THEM ARE NONBPS SCHOOLS.
HALF OF THEM ARE BPS SCHOOLS,
WHICH MEANS ARE NOT BPS SCHOOLS.
ONLY ABOUT A FOURTH ARE NONBPS
STUDENTS.

WHAT THAT MEANS IS THAT WE'RE MUCH LESS EFFICIENT WITH THE TRANSPORTATION WE NEED TO PROVIDE TO STUDENTS OUTSIDE OF BPS.

THAT'S BECAUSE THOSE SCHOOLS TEND TO HAVE EVEN BROADER ARRAY OF CHOICE THAN BPS SCHOOLS DO, BUT ALSO MEANS WE'RE TRANSPORTING STUDENTS TO OUT OF DISTRICT PLACEMENTS FOR SPECIAL EDUCATION IN WHICH CASE WE'RE OFTENTIMES PUTTING ONE OR TWO STUDENTS ON A BUS.

NEXT SLIDE.

FEWER THAN HALF OF OUR STUDENTS ARE TRADITIONAL CORNER BUS STOP STUDENTS.

IT'S A MYTH IN TRANSPORTATION THAT PEOPLE BELIEVE THAT MOST STUDENTS ARE GOING TO BUS STOPS EVERY DAY.

IN REALITY, MORE THAN HALF OF THE STUDENTS WE SERVE ARE NOT CORNER BUS STOP STUDENTS.

MANY OF THEM ARE TAKING MTBA THROUGH THE PASSES WE PROVIDE IN GRADES 7-10.

THERE'S QUITE A FEW.

ABOUT 5,000 BEING PICKED UP AT THEIR DOOR.

WE'LL GO INTO DETAIL LATER.

NEXT SLIDE.

I TALKED BRIEFLY A FEW MINUTES AGO ON THE LEVEL OF SCHOOL CHOICE THAT WE PROVIDE IN BOSTON PUBLIC SCHOOLS.

WE'RE PROUD OF THIS FACT.

SHOULD BE NOTED THAT THIS IS A DEGREE OF CHOICE THAT VERY, VERY FEW DISTRICTS ACROSS THE ENTIRE COUNTRY PROVIDE TO THEIR FAMILIES.

AS A RESULT, WE HAVE HIGH TRANSPORTATION COSTS.

THE MAP THAT YOU HAVE HERE IS SIMPLY A SNAPSHOT OF THE STUDENTS WHO RECEIVE

TRANSPORTATION TO THE MARIO UMANA ACADEMY IN EAST BOSTON.

IT'S NOT EASY TO GET TO.

WE HAVE STUDENTS THERE HIDE PARK AND BRIGHTON THAT GO TO THAT SCHOOL EVERY DAY.

WE COULD HAVE TAKEN ANOTHER 30 SCHOOLS AND SHOWN A SIMILAR MAP. A MAT OF STUDENTS.

WE'RE PROUD TO HAVE A DEGREE OF SCHOOL CHOICE IN THE CITY THAT SURPASSES MOST IN THE NATION. THIS IS AS A RESULT OF THAT. ONE OTHER SNAPSHOT THAT I'LL PROVIDE RIGHT NOW, MIKE HUGHES THAT JUST RETIRED FROM THE DEPARTMENT OF TRANSPORTATION AND WORKED THERE 40 YEARS WOULD TALK ABOUT HOW MANY YEARS AGO, PORT NORFOLK, MANY OF YOU ARE FAMILIAR WITH, ONLY TIME HAD ONE BUS SERVING THAT NEIGHBORHOOD. IT WAS ONLY FOR THOSE STUDENTS GOING TO THE MURPHY SCHOOL THAT NEEDED TRANSPORTATION ACCOMMODATION.

PORT NORFOLK HAS ABOUT 10 STREETS IN IT. VERY SMALL.

RIGHT NOW THERE'S MORE THAN 20 BUSES WE BELIEVE GOING TO THAT NEIGHBORHOOD EVERY DAY BECAUSE OF THE DEGREE OF SCHOOL CHOICE THAT WE PROVIDE.

TO MANAGE THE COMPLEXITY AND CONTROL COSTS, WE ROUTE EACH OF OUR BUSES MULTIPLE TIMES PER DAY.

I KNOW MANY OF YOU ARE AWARE OF THIS.

THIS COMES BACK TO THE START TIMES CONVERSATION THAT CAME UP. FOR THIS REASON, WE'RE NOT ABLE TO START ALL SCHOOLS AT 8:30. AS YOU CAN SEE AT THE MAP WE PROVIDED, THE BUSES RUN 1,500 TRIPS EVERY MORNING.

600 BUSES PERFORM THOSE TRIPS THAT MEANS ON AVERAGE, OUR BUSES MAKE ABOUT 2 1/2 TRIPS EVERY MORNING.

THEY MAKE ABOUT ANOTHER 2 1/2 TRIPS EVERY AFTERNOON.

THAT'S WHY IT'S SO IMPORTANT TO HAVE THREE DIFFERENT TIERS FOR SCHOOL START TIMES.

IN ADDITION, IT'S ALSO PARTLY WHY IT'S NOT UNCOMMON TO SEE FEW STUDENTS ON OUR BUSES.

SOMETIMES THAT WE HEAR

OFTENTIMES.

IN REALITY, YOU'RE NEVER GOING TO SEE A BUS THAT IS FULL UNLESS YOU CATCH THE BUS AFTER IT PICKS UP ITS LAST STUDENTS.

THAT'S A SMALL PORTION EVERY DAY AND EVERY AFTERNOON.

ON AVERAGE, WE DID SOME ANALYSIS.

WE CHOSE 10 OR 12 BUSES THAT ARE FULL TO CAPACITY.

IF YOU'RE TO LOOK AT ANY ONE OF THOSE IN THE MORNING AT ANY GIVEN TIME FROM THE TIME THAT THEY LEAVE THE BUS YARD UNTIL THE TIME THEY COME BACK, YOU'RE LIKELY TO SEE FOUR STUDENTS OF THOSE BUSES BUT THEY'RE FULL BY THE TIME THEY GET TO THE SCHOOLS.

THAT'S BECAUSE FOR ROUGHLY HALF OF THE TIME THEY'RE EMPTY TRAVELING FROM ONE SCHOOL TO THE NEXT STOP OR BACK TO THE BUS YARD AND FOR OTHER PORTIONS OF THE DAY THEY'RE PICKING UP A SMALL NUMBER OF KIDS AS THEY GO SO THEY'RE NOT FULL UNTIL THEY GET TO THE SCHOOL.

I KNOW ONE THING THAT'S BEEN DISCUSSED BEFORE AS AN OPPORTUNITY TO PROVIDE MORE CONTEXT TO THE COUNCIL ON SOME OF THESE NOTES.

IT'S COMPLEX AND WE JUST SCRAPED THE SURFACE.

WE WOULD LIKE THAT OPPORTUNITY TO COME BACK AND GIVE YOU A BRIEFING TO DIVE DEEPER IN TRANSPORTATION AND UNDERSTAND THE COMPLEXITY THAT DRIVES OUR WORK EVERY DAY.

BRIEFLY NOW, I'D LIKE TO TOUCH ON THE SUCCESSES OF THE CURRENT YEAR IN FISCAL YEAR 2018.

SIGNIFICANT ROUTE REDUCTIONS AND INCREASING OPT-OUTS HAVE BEEN A MAJOR JOB THIS YEAR.

MANY ARE YOU ARE LEARNING ABOUT WHAT WE'RE DOING THROUGH M.I.T. IT'S A FIRST OF ITS KIND AVENT WHICH ALLOWED US TO WORK HAND AND HAND WITH A TEAM OF THOUGHT LEADERS IN THE WORLD OF

OPTIMIZATION AT M.I.T. WHO HAVE DONE WONDERS FOR OUR WORK IN TRANSPORTATION.

THAT WORK RESULTED IN A ROUTE REDUCTION OF 50 BUSES OFF OF THE ROADS.

IT LED TO A REDUCTION OF 20,000 POUNDS OF CARBON EMISSIONS AND ONE MILLION MILES CLOGGING BUS TRIPS.

WE TALK ABOUT ROUTE REDUCTIONS. THAT WAS THE LARGEST WE'VE EVER HAD.

ONE THING THAT HAS NOT GOTTEN A LOT OF AIR PLAY IS THE NUMBER OF OPT-OUTS THAT WE'VE HAD.

WE'VE HEARD FIRST HAND FROM MANY OF YOU THAT WE NEED TO DO A BETTER JOB TRYING TO CONVINCING FAMILIES NEVER RIDING THE BUS TO STOP SIGNING UP FOR THE BUS AS IT WERE.

WE LAUNCHED A VERY SOPHISTICATED OPT-OUT CAMPAIGN LAST SPRING WHERE WE HAD A PHONE CALL CENTER SET UP OVER TWO MONTHS LAST SUMMER AND WE CALLED FAMILIES DAY AFTER DAY.

THESE ARE FAMILIES THAT WE KNEW FROM TRANSPORTATION DATA AT THE SCHOOL LEVEL THAT ARE NOT RIGHTING THE BUS.

WE'RE NOT ALLOWED TO STOP GOING TO THEIR BUS STOP UNLESS WE HAVE CONFIRMATION FROM THE FAMILY THAT THEY'LL NO LONGER AVAIL THEMSELVES OF THE BUS.

FORGIVE ME FOR GETTING INTO THE WEEDS.

IF WE KNOW THAT ROB IS NEVER RIDING THE BUS EVERY DAY AND THE SCHOOL IS TELLING US, WE STILL NEED TO HEAR CONFIRMATION FROM ROB'S MOM OR DAD THAT THEY'RE NO LONGER RIDING THE BUS.

WE DID THAT A COUPLE TIMES LAST SUMMER AND A FEW TIMES IN THE FALL THIS YEAR.

WE FOUND 2,200 ADDITIONAL STUDENTS THAT OPTED OUT OF TRANSPORTATION, WHICH IS DOUBLE THE NUMBER WE HAD LAST YEAR AND THREE TIMES THE NUMBER WE HAD THE YEAR BEFORE.

IT'S VERY IMPRESSIVE.
THAT SAID, THERE'S MORE WORK TO
BE DONE THERE.
WE STILL KNOW FOR EVERY TWO
FAMILIES WE CALLED, THERE'S ONE
THAT SAID THEY WANT THE BUS.
THEY CAN OPT BACK IN.
THAT'S SOMETHING THAT WE'D LOVE
YOUR ASSISTANCE WITH.
PEOPLE KNOW IF THEY OPT OUT,
THEY CAN'T ALWAYS BACK IN AND WE
CAN GET THEM BACK WITHIN A
WEEK'S TEAM.
SOME FAMILIES ARE RELUCTANT TO
OPT OUT.
WE'LL CONTINUE TO DO THAT WORK
IN THE HOPE OF FINDING MORE
OPT-OUTS IN THE FUTURE, A THIRD
BULLET HERE SPEAKS TO
FLEXIBILITY IN THE IEP SYSTEM,
WHICH IS IEP STANDS FOR
INDIVIDUALIZED EDUCATIONAL PLAN.
THAT'S FOR STUDENTS RECEIVING
SPECIAL EDUCATION SERVICES FROM
BOSTON PUBLIC SCHOOLS.
ONE THING WE HAVE TALKED ABOUT
IN THE PAST, IN THE PAST THE WAY
THE IEP SYSTEM WAS SET UP, IF A
STUDENT RECEIVED A
TRANSPORTATION ACCOMMODATION
BECAUSE OF A SPECIAL NEED AND
THAT STUDENT AUTOMATICALLY WAS
GIVEN A DOOR-TO-DOOR
ACCOMMODATION, SO IT MEANT IF
THERE WASN'T AN ACCOMMODATION,
THEY COULD BE PICK UP IN A
CORNER.
IF THERE WASN'T, IT HAD TO BE AT
THE FRONT DOOR, WHICH WAS VERY
COSTLY.
THIS FLEXIBILITY ALLOWS FOR
SOMETHING WE'RE CALLING A COME
DATED CORNER, WHICH ALLOWS
STUDENTS WITH SPECIAL NEEDS TO
BE ABLE TO GO TO A BUS STOP
WITHIN A 1/4 MILE OF THEIR HOME,
LESS THAN 1/2 MILE MAX FOR
STUDENTS IN GENERAL EDUCATION
AND THAT ALSO UPHOLDS THE
FEDERAL GUIDELINES THAT STUDENTS
IN SPECIAL NEEDS ARE KEPT IN THE
LEAST RESTRICTIVE ENVIRONMENT AS
POSSIBLE.
BECAUSE THIS IS THE FIRST YEAR

WE ROLLED IT OUT, WE HAVE NOT SEEN THE FRUITS BUT HOPE TO IN THE YEARS TO COME.

THE LAST BULLET SPEAKS TO OUR LEVEL OF SERVICE.

AS HAS BEEN REPORTED BEFORE, OUR ON-TIME PERCENTAGE RATE THIS YEAR HAS BEEN BETTER THAN LAST YEAR AND ON PAR WITH PREVIOUS YEARS.

WE'RE PROUD OF THIS FACT.

WE DID SOMETHING DIFFERENT THIS YEAR WITH ROUTE REDUCTIONS WITH OUR WORK WITH M.I.T. WITH OPT-OUTS.

ALL OF THE WORK HAS RESULTED IN BETTER SERVICE FOR OUR FAMILIES, NOT WORSE.

THE NEXT SLIDE, SLIDE 10, GIVES A GRAPHICAL DEPICTION OF THE OPT OUT NUMBERS.

AS YOU SEE, YOU CAN SEE THE NUMBERS OF ROUTED BUS RIDERS AND ROUTED BUSS FROM FY-12 TO FY-18. THE NUMBER OF BUSES INCREASED STEADILY THROUGH FY-14.

DROPPED QUITE A BIT AFTER THAT BECAUSE OF THE INTRODUCTION OF THE MTBA STUDENTS.

BUT STAYED RELATIVELY FLAT AFTER THAT IN FY-16 AND FY-17.

AND THEN DROPPED BY 50 GOING INTO THIS YEAR FROM 646 AT THE START OF LAST YEAR TO 596 AT THE START OF THIS YEAR.

WE ALSO DROPPED THE NUMBER OF BUS RIDERS DUE IN LARGE PART BECAUSE OF OPT-OUTS BUT WE'RE SEEING THE HOME-BASED ASSIGNMENT IS GRADUALLY BRINGING STUDENTS CLOSER TO HOME OF THE .

WE'LL TALK ABOUT PATTERNS OF SPENDING OVER TIME AND THEN END UP WITH SPENDING TO DATE.

THIS CHART HERE CLEARLY SHOWS THAT OUR TRANSPORTATION COSTS GREW RAPIDLY THROUGH FY-14.

WE HAVE DONE A VERY GOOD JOB OF CONTROLLING THE COSTS.

THERE'S CERTAIN REASONS WHY WE'RE HERE BECAUSE IT'S PERCEIVED THAT WE'RE NOT DOING A GOOD JOB CONTROLLING COSTS PER SE.

BUT I THINK THIS SLIDE MIGHT ARGUE TO THE CONTRARY. PRIOR YEARS, OUR GROWTH RATE AND THE GROWTH RATE YEAR OVER YEAR IS AT THE BOTTOM OF THE GRAPH. OUR GROWTH IN COSTS YEAR TO YEAR AND THE TRANSITION FROM NY-13 TO 14 JUMPED 22%.

A QUICK EXPLANATION OF THAT. THE YEARS PRIOR TO THAT WERE YEARS IN WHICH WE HAD A CONTRACT GOVERNED BY A SPENDING CAP. THE VENDOR THAT OPERATED OUR TRANSPORTATION SYSTEM AT THAT TIME TOOK A FINANCIAL LOSS YEAR AFTER YEAR BECAUSE OF THAT SPENDING CAP.

IT MEANT THAT THAT VENDOR COULD NOT BE REIMBURSED AFTER A CERTAIN CAP OF SPENDING. WHEN THAT CONTRACT WAS COMING TO AN END, LONG BEFORE THAT, WE RELEASED AN RFP WITH THE SAME STIPULATIONS LOOKING FOR A SPENDING CAP AND A FUTURE CONTRACT BECAUSE THE INDUSTRY NOW THAT THE CURRENT VENDOR WAS LOSING MONEY BECAUSE OF THE ENORMOUS COMPLEXITY IN BOSTON PUBLIC SCHOOLS.

WE GOT NO INTERESTS IN THAT RFP PROCESS.

WE REVAMPED THE RFP TO REMOVE THE CAP IN ORDER TO HOPEFULLY PROMPT COMPETITION AND THAT'S WHAT LED TO OUR CURRENT RELATIONSHIP WITH THE VENDOR NOW.

WHEN TRANS DEV CAME WITHOUT THE CAP, COSTS WENT UP QUITE A BUSINESS.

IT'S NOT A RESULT OF THEM COMING IN, IT'S A RESULT OF THE SPENDING CAP GOING AWAY.

THAT SAID, WE STILL CONTINUED TO SEE COSTS INCREASES FROM NY-14 UNTIL NOW.

A MUCH SMALLER GROWTH RATE THAN IN PRIOR YEARS.

SLIDE 13 IS WHERE WE INTRODUCE FY-18 SPENDING.

SO FY-18 CONTINUES THE TREND OF SLOWER COST GROWTH.

UNFORTUNATELY WE ANTICIPATE A

DEFICIT.

AS YOU CAN SEE HERE, OUR BUDGET FOR FY-18, THE BLUE BAR ON THE RIGHT, WAS \$116 MILLION.

THE PROJECTION IS THAT SPENDING WILL HIT \$123 MILLION, WHICH WILL BE A 3.1% COST GROWTH OVER LAST YEAR, WHICH IS THE SMALLEST COST GROWTH THAT WE'VE HAD SINCE FY-15 AND ONE OF THE SMALLER ONES ON THE GRAPH.

STILL SOMETHING TO WORK TOWARD IMPROVING OBVIOUSLY.

NEXT SLIDE.

SLIDE 14 PROVIDES BREAKDOWN OF THE CURRENT TRANSPORTATION SPENDING.

THIS IS FY-18.

WE'LL TALK ABOUT THIS LATER.

ONE THING I WANT TO CALL TO YOUR ATTENTION IS THE CHARTS ON THE LEFT-HAND SIDE OF THIS PAGE.

THE FAR LEFT IS OUR PERCENTAGE OF TRANSPORTED STUDENTS AND THE RIGHT TO THE RIGHT OF THAT IS A PERCENTAGE OF TOTAL COSTS.

ONE THING I WANT TO DRAW YOUR ATTENTION TO, 11% OF OUR TRANSPORTED STUDENTS CURRENTLY ARE STUDENTS THAT ARE RECEIVING DOOR-TO-DOOR SERVICE, THE LIGHT ORANGE COLOR, 11%.

HOWEVER, THEY MAKE UP 39% OF OUR TOTAL COSTS.

SIMILARLY, IF YOU LOOK AT THE WHITE BLUE, YOU CAN HARDLY SEE IT IN THE FAR LEFT GRAPH.

THE LIGHT BLUE REPRESENTS STUDENTS THAT ARE PLACED IN SPECIAL EDUCATION FACILITIES OUTSIDE OF THE SCHOOL DISTRICT. AGAIN, ALMOST A NEGLIGIBLE AMOUNT.

166 STUDENTS THIS YEAR.

THAT AMOUNTS TO 8% OF THE TOTAL COSTS.

AGAIN, WE'LL TALK THROUGH THIS A LITTLE BIT LATER.

IT'S VERY IMPORTANT TO KNOW WHEN LOOKING AT OUR SPENDING PATTERNS IN TRANSPORTATION, YOU NEED TO KNOW WHAT IS GOING ON IN SPECIAL EDUCATION AND SCHOOL CHOICE.

THE CHART IN THE FAR RIGHT IS A

BREAKDOWN OF THE FY-18 BUDGET BY COST CATEGORY.

AS YOU CAN SEE, A LITTLE MORE THAN HALF OF OUR TRANSPORTATION SPENDING COMES IN DRIVER SALARIES AND DRIVER BENEFITS. ANOTHER SAY 25% COMPLETES OUR SPENDING ON YELLOW BUS TRANSPORTATION AND THE REMAINING 25% IS SPENDING LARGE COSTS GENERALLY CONTROLLED WITHIN THE CENTRAL OFFICE.

NOW TO DISCUSS FY-18 SAVINGS. AS WAS NOTED, WE'RE EXPECTING TO SEE A DEFICIT THIS YEAR BUT LIKE LAST YEAR THAT DOES NOT MEAN THAT WE DID NOT ACHIEVE SAVINGS. THAT DOES NOT MEAN WHEN WE TOOK 50 BUSES OFF THE ROAD WE DIDN'T SAVE MONEY.

THAT IS UNTRUE.

WE DID SAVE MONEY AND WE SAVED QUITE A BIT.

BY TAKING 50 BUSES OFF THE ROAD, WE EXPECTED WE SAVED ABOUT \$4.5 MILLION IN TRANSPORTATION COSTS THIS YEAR.

AS OF THE BEGINNING OF THE SCHOOL YEAR.

THAT'S BECAUSE EACH BUS ON AVERAGE, WHEN YOU'RE LOOKING AT THE NEAR TERM VARIABLE COSTS, COST \$85,000 IN SAVINGS.

THEY COST MORE WHEN YOU ROLL IN MAINTENANCE, DEPRECIATION, YARD COSTS.

EACH BUS ITSELF WHEN YOU TAKE IT OFF THE ROAD, YOU SHOULD EXPECT TO SAVE ABOUT \$85,000.

MOST OF THAT COMES THERE DRIVER WAGES AND BENEFITS AND FUEL.

BY TAKING 50 BUSES OFF THE ROAD, WE EXPECTED THAT WE SHOULD HAVE SAVED ABOUT \$4.25 MILLION.

IN THE FUTURE WHEN ROLLING IN SOME OF THOSE OTHER FIXED COSTS BUT NOT ALL OF THEM, ITEMS LIKE DEPRECIATION AND MAINTENANCE, WE WOULD EXPECT TO SEE \$750,000 FROM THAT INITIATIVE.

THROUGH THIS YEAR ALONE AT THE BEGINNING OF THE YEAR, WE WOULD HAVE SAVED \$4.25 MILLION FROM ROUTE REDUCTIONS ALONE.

UNFORTUNATELY THIS DEFICIT DIDN'T ONLY COME FROM HITTING COST SAVINGS WHICH WERE SIGNIFICANT.

WE HAD SEVERAL COST INCREASES THAT WE'LL DETAIL FOR YOU TODAY. THE FIRST CATEGORY THAT WE'VE OUTLINED HERE ARE DRIVER OR CONTRACT-RELATED COSTS THAT HAVE INCREASED.

FIRST CATEGORY OF THAT IS EXCEPTION TIME, A FOOT NOTE AT THE BOTTOM OF THAT.

THAT IS THE AMOUNT OF TIME THAT A DRIVER SPENDS BEHIND THE BUS THAT'S NOT BEEN DESIGNATED WITHIN THAT ROUTE.

FOR EXAMPLE, IF YOU'RE A DRIVER AND YOU HAVE A ONE-HOUR LONG ROUTE AND YOU COME BACK AFTER AN HOUR AND 20 MINUTES, YOU'LL THEN FILE FOR 20 MINUTES OF WHAT IS CALLED EXCEPTION TIME.

SOMETIMES THAT HAPPENS BECAUSE OF TRAFFIC.

SOMETIMES THAT HAPPENS BECAUSE THERE MAY HAVE BEEN A ROUTE PROBLEM.

OTHER TIMES IT HAPPENS BUS MIGHT BE IDLING WHERE IT'S NOT SUPPOSED TO BE OR DRIVING THE ROUTE NOT AS IT'S DESIGNED TO BE DRIVEN.

THROUGH THE FIRST FEW MONTHS OF THE YEAR, WE SAW A 9% INCREASE IN EXEMPTION TEAM, WHICH LED TO A PROJECTION OF \$375,000 COST INCREASE IN THAT CATEGORY.

WE'VE WORKED WITH OUR BUS VENDOR ON THIS CATEGORY THE LAST FEW MONTHS.

WE'RE STARTING TO SEE THAT DECLINE RATHER SHARPLY.

SO AS TO GIVE US MORE OF A POSITIVE OUTLOOK BY THE END OF THE YEAR.

WE'RE ASKING THEM TO WORK MORE CLOSELY WITH OUR DRIVERS TO MAKE SURE THEY'RE NOT IDLING WHERE THEY SHOULDN'T BE IDLING AND NOT DRIVING ROUTES THEY'RE NOT DESIGNATED TO BE DRIVEN TO CONTROL THOSE COSTS.

ANOTHER CATEGORY HERE, STAND-WHY

DRIVERS.
THERE'S A DEFINITION THERE.
THEY'RE DRIVERS THAT ARE DRIVERS
ON BACKUP.
THEY'RE GIVEN A MINIMUM AMOUNT
OF TIME EVERY DAY TO REPORT TO
THE BUS YARDS AND USED IF THE
DRIVERS ARE ABSENT OR IF THE BUS
BREAKS DOWN OR IF THERE'S SOME
OTHER EMERGENCY ON THE ROAD.
LAST YEAR WE HAD 16.4% STANDBY
RATE.
THAT MEANS YOU LOOK AT THE
NUMBER OF BUSES AND YOU APPLY A
PERCENTAGE TO THAT.
THAT WILL GIVE YOU THE NUMBER OF
ADDITIONAL DRIVERS YOU NEED TO
BE THAT BACKUP SERVICE THAT WE
DO NEED EVERY DAY.
LAST YEAR WE WENT INTO THE YEAR
WITH A 16.4% STAND BY RATE, THIS
YEAR WE WENT INTO THE YEAR WITH
A 20% STAND BY RATE THAT IS
BECAUSE WE KNEW WE WERE DOING
SOMETHING DIFFERENT.
WE KNEW WE WERE TAKING 50 BUSES
OFF THE ROAD AND TRYING
SOMETHING THAT HADN'T BEEN FULLY
TESTED IN THE EYES OF THE
PUBLIC.
WE WERE WORKING CLOSELY WITH THE
M.I.T. TEAM.
WE WANTED TO MAKE SURE THAT WE
HAD EXTRA PRECAUTIONS IN PLACE
SO THE LEVEL OF SERVICE DID NOT
SUFFER BECAUSE OF THOSE
INNOVATIONS.
AS YOU CAN SEE, THE TOTAL FOR
EXCEPTION TIME AND THE STAND BY
DRIVERS ASPECT AMOUNTS TO
\$600,000 OF A COST INCREASE.
IF YOU GO TO THE NEXT SLIDE.
TWO LAST CATEGORIES THAT ARE
DRIVER OR CONTRACT RELATED.
ONE IS ADMINISTRATIVE LEAVE WITH
PAY.
CURRENTLY 35 OUT OF 750 BUS
DRIVERS ARE SUSPENDED WITH PAY.
THE COSTS ARE 34% HIGHER WHEN
COMPARED TO THE SAME TIME LAST
YEAR.
ON ONE HAND, THAT IS A NEGATIVE
BECAUSE WE HAVE A LARGE NUMBER
OF DRIVERS THAT ARE NOT DRIVING

BUT BEING PAID.

THAT'S A POSITIVE BECAUSE WE'RE WORKING WITH TRANS DEV TO MAKE SURE DISCIPLINE IS HANDED OUT WHERE IT NEEDS TO BE.

IN THE PAST, IT WASN'T HANDED OUT AS OFTEN AS IT SHOULD HAVE. WE'RE WORKING WITH TRANS DEV ON THAT AND TO RETURN DRIVERS TO THE ROAD.

I SHOULD NOTE A SIGNIFICANT NUMBER OF THE DRIVERS ARE DRIVERS ARE INVOLVED IN DCF INVESTIGATIONS RIGHT NOW AND IN WHICH CASE WE'RE SORT OF AT THE MERCY OF DEPARTMENT OF CHILDREN AND FAMILIES TO MOVE THOSE INVESTIGATIONS ALONG.

THE PROJECTED COST INCREASE FROM THAT THIS YEAR IS \$420,000.

LASTLY BY MAKING ROUTE REDUCTIONS THIS YEAR, WE ALLOWED FOR ADDITIONAL SEVERANCES TO BE HANDED OUT SO AS TO NOT LAY OFF DRIVERS.

TO CONTINUE TO HAVE STRONG WORKING RELATIONSHIPS WITH THE UNION.

WE HAD 12 DIFFERENT SEVERANCES THAT WERE GIVEN OUT.

WHEN THE CONVERSATION WAS A RELEVANT TOPIC, THAT LED TO A COST INCREASE OF \$220,000.

THE NEXT CATEGORY THAT I'LL OUTLINE FOR YOU AS RELATED TO TRAFFIC AND OTHER FACTORS.

THOSE OF US THAT DRIVE AND THE CITY OF BOSTON ON A DAILY BASIS, WE ALL KNEW INTUITIVELY THIS YEAR THAT TRAFFIC IS WORSE.

WE'VE SEEN VARIOUS STUDIES THAT HAVE CONFIRMED THAT.

IN FACT, DEPENDING ON THE SOURCE THAT YOU LOOK AT AND THE "BOSTON GLOBE" RAN A STUDY ON THIS.

TRAFFIC HAS INCREASED ANYWHERE FROM 1 TO 3.4% THIS YEAR.

THIS HAS AN OUTSIDE EFFECT ON TRANSPORTATION SERVICE, A 1% INCREASE IN TRAFFIC CAN INCREASE OUR ON-TIME PERFORMANCE BY 2%.

PART OF THE REASON FOR THAT JUST TO EXPLAIN IT A LITTLE BIT IS IF YOU REMEMBER, OUR BUSES SERVE

MULTIPLE SCHOOLS.

IF THERE'S SLOW TRAFFIC IN THE FIRST LEG FOR A CERTAIN BUS AND THAT SLOWS THE BUS DOWN FROM GETTING TO THE FIRST SCHOOL ON TIME, A VERY GOOD CHANCE THAT THAT BUS IS GOING TO SHOW UP LATE AT ITS SECOND AND THIRD SCHOOL AS WELL.

OBVIOUSLY AT A CERTAIN POINT WE CAN'T ALLOW FOR THAT AND WE TRY TO FIX THOSE PROBLEMS.

THAT MEANS ADDING BUSES TO THE FLEET.

WE IS THAT RIGHTED WITH 596 ROUTES.

WE'VE ADDED 12 ROUTES TO THE SYSTEM TO MITIGATE SOME OF THE CHALLENGES CAUSED BY TRAFFIC.

THIS AS I MENTIONED BEFORE IS A FACTOR IN EXEMPTION TIME EX-CREASE.

WE'VE BEGAN DISCUSSIONS ON THIS WHEN THE NORTH WASHINGTON BRIDGE CLOSES NEXT YEAR THAT WILL CREATE A TRAFFIC MIGHT MARE.

OTHER FACTORS HERE, THEY CONSIST OF PARTS PROCUREMENT FROM TRANS DEV, WEATHER COSTS AND FUEL COSTS.

THESE FACTOR AGAINST LONE LED TO A \$1.3 MILLION INCREASE IN SPENDING.

OUR NEXT CATEGORY GOES INTO A LITTLE BIT MORE DETAIL ON THE VARIABILITY OF COSTS BY RIDER TYPE.

THIS TABLE HERE VERY CLEARLY SHOWS THE DIFFERENCES IN AVERAGE COSTS BASED ON THE TYPE OF RIDER THAT YOU ARE.

IF YOU ARE A BPS CORNER STUDENT, MEANS YOU'RE A STUDENT BEING PICKED UP AT A STREET CORNER TO BE DRIVEN TO SCHOOL, ON AVERAGE YOU'RE GOING TO COST US A LITTLE LESS THAN \$3,000.

LAST YEAR IT WAS A LITTLE LESS THAN THAT.

4 BPS DOOR-TO-DOOR, STUDENTS THAT ATTEND BPS SCHOOLS AND GIVEN AN ACCOMMODATION TO BE PICKED UP AT THEIR FRONT DOOR. THOSE STUDENTS TYPICALLY COST US

A LITTLE LESS THAN \$10,000 ON AVERAGE.

FOR CHARTER STUDENTS.

THESE ARE ALL CHARTER STUDENTS SORT OF MESHED TOGETHER.

WE HAVE ABOUT 5,000 THIS YEAR AND COST US A LITTLE MORE THAN \$3,000 PER STUDENT.

MORE THAN BPS STUDENTS, BUT I SHOULD NOTE IT'S NOT A DRAMATIC DIFFERENCE FROM A BPS CORNER STUDENT TO A CHARTER STUDENT.

FOR PRIVATE SPECIAL CASE STUDENT, A STUDENT PLACED AT A PRIVATE SPECIAL EDUCATION FACILITY OUTSIDE OF THE DISTRICT.

UNFORTUNATELY THOSE STUDENTS COST MORE THAN \$56,000.

THAT'S BECAUSE IN MANY CASES IF YOU HAVE A STUDENT THAT LIVES IN SOUTH BOSTON AND IS ATTENDING A SPECIAL EDUCATION FACILITY, THE BUS THAT BRINGS THAT STUDENT TO THE SCHOOL OFTENTIMES IS ONLY BRINGING THE ONE STUDENT BECAUSE WE NEED TO GET THAT STUDENT TO THE SCHOOL WITHIN AN HOUR'S TIME IF AT ALL POSSIBLE.

THAT MEANS WE CAN'T TAKE OTHER TIME TO PICK UP OTHER STUDENTS.

WE DON'T HAVE MANY STUDENTS GOING TO THAT SITE ANYHOW.

AS A RESULT, YOU CAN'T REUSE THAT BUS DAY AFTER DAY.

SO IN MANY CASES YOU HAVE STUDENTS GIVEN A BUS TO SCHOOL AND THEY'RE THE ONLY STUDENT RIDING THAT BUS EVERY MORNING, EVERY AFTERNOON.

THE LAST CATEGORY IS PRIVATE SCHOOL STUDENTS.

ON AVERAGE THEY COST A LITTLE MORE THAN \$6,500.

THE LAST NOTE HERE, BECAUSE I WANT TO MAKE IT CLEAR, WE'RE NOT BEMOANING THE FACT THAT WE'RE SERVING THE OTHER SECTORS OR SERVE STUDENTS THAT ARE IN NEED OF THE SERVICES THAT OTHER FACILITIES PROVIDE.

WE'RE DOING WHAT WE NEED TO DO DAY IN AND DAY OUT FROM TRANSPORTATION, WHICH IS TO

PROVIDE THOSE STUDENTS WITH THE TRANSPORTATION THAT LEGALLY THEY'RE REQUIRED TO RECEIVE. THIS NEXT SLIDE HERE, AGAIN, TALKS A LITTLE BIT ABOUT THE GROWTH AND THE MORE EXPENSIVE RIDER TYPES THAT WE SERVE IN BOSTON PUBLIC SCHOOLS. AS YOU CAN SEE THE RED LINE REPRESENTS THE TIMES OUR BUSES STOP EVERY DAY. JUST TO BE CLEAR, YOU'LL SEE A SIMILAR SLIDE IN A SECOND. THIS IS NOT THE NUMBER OF BUS STOPS IN THE SYSTEM. THIS IS THE NUMBER OF TIMES A BUS STOPS AT A BUS STOP. THE REASON WHY THERE'S A DISTINCTION THERE, YOU MIGHT HAVE A BUS STOP THAT, LET'S SAY, WESTVILLE AND GENEVA AND DORCHESTER THAT BUS STOP MIGHT SERVE THREE DIFFERENT SCHOOLS THROUGHOUT THE DAY. THAT COUNTS AS ONE BUS STOP IN THE SYSTEM BUT COUNTS THREE TIMES AT A BUS STOP. I WANTED TO MAKE THAT DISTINCTION FROM THE BEGINNING. THE RED LINE SHOWS THE NUMBER OF TIMES OUR BUSES STOPS HAS BEEN RELATIVELY CONSISTENT YEAR OVER YEAR FROM FY-12 TO FY-18. THE NUMBER OF RIDERS HAS DECREASED SHARPLY OVER THAT TIME. FUNDAMENTALLY, THE MAIN REASON WHY THE NUMBER OF RIDERS HAS DROPPED IS BECAUSE THE GROWTH IN OUR CORNER BUS STUDENTS HAS DROPPED. UNFORTUNATELY AS YOU CAN SEE ON THE FAR RIGHT WHERE WE HAVE THE GROWTH RATES OF THE OTHER CATEGORIES, THOSE CATEGORIES THAT DO COST MORE THAN BPS CORNER STUDENTS, THOSE HAVE INCREASED AND IN SOME CASES INCREASED QUITE A BIT. CHARTER STUDENTS GROWTH HAS BEEN 7%. PRIVATE HAS BEEN 8%. DOOR-TO-DOOR STUDENTS 6.25% IN THAT TIME.

YOU CAN SEE THE BLUE BAR HAS DROPPED QUITE A BIT SINCE 2012. HOWEVER THE RED AND THE GREEN AND THE OTHER COLORS HAVE ONLY GROWN.

THE NEXT SLIDE IS A LITTLE SIMPLER.

PUTS ANOTHER -- PUTS THIS INTO A DIFFERENT CONTEXT.

HERE YOU HAVE THE TOTAL NUMBER OF BUS STOPS OVER TIME.

AGAIN, THIS IS THE TIMES A BUS STOPS.

IT'S BEEN RELATIVELY STEADY AT AROUND 10,000 FOR THE LAST SEVERAL YEARS.

AS YOU CAN SEE IN 2012, WHEN WE HAD 11,000 STOPS IN OUR SYSTEM, ONLY 3,500 TIMES WAS THE BUS STOPPING FOR A DOOR-TO-DOOR STUDENT VERSUS 7,500.

THIS IS THE FIRST YEAR THAT WE'VE SEEN THOSE TWO CATEGORIES EVEN WITH EACH OTHER.

ROUGHLY 5,000 APIECE.

I SHOULD NOTE THAT THE GROWTH THAT YOU'RE SEEING IN THESE SLIDES IN DOOR-TO-DOOR TRANSPORTATION DOES NOT INCLUDE THE DOOR-TO-DOOR STUDENTS WHOM WE OPTED OUT OF TRANSPORTATION GOING INTO THE SCHOOL YEAR. KNOWING THE DIFFERENT COSTS OF DIFFERENT RIDERS, WE REACHED OUT TO FAMILIES WITH DOOR-TO-DOOR STUDENTS FIRST WHEN WE HAD THE CALL CENTER SET UP TO ASK PEOPLE ABOUT OPTING OUT OF TRANSPORTATION.

WE KNEW TWO THINGS.

WE KNEW A, WE WERE ONLY CALLING FAMILIES WHOSE STUDENTS WERE RIDING THE BUS ANYWAY.

MANY FAMILIES IN THE DISTRICT WHO HAD STUDENTS RECEIVING SPECIAL EDUCATION SERVICES THAT PREFER TO DRIVE THEIR STUDENTS THEMSELVES.

SO WE STARTED WITH THOSE STUDENTS.

IN REALITY, THE NUMBER OF STUDENTS RECEIVING DOOR-TO-DOOR ACCOMMODATIONS GREW BY ABOUT 460 THIS YEAR.

HOWEVER IN THE TRANSPORTATION WORLD, ONLY GREW BY 300. ROUGHLY 160 OPTED OUT OPTED OUT OF TRAPS IMPORTANTATION.

THE NEXT SLIDE SPEAKS TO THE COST GROWTH THAT IS HAPPENING BECAUSE OF SPECIAL EDUCATION SERVICES.

MANY OF YOU ARE FAMILIAR OR REMEMBER QUITE WELL THE STORY THAT CAME UP LAST YEAR THAT LED TO BUS MONITORS.

WE TALK ABOUT HOW THAT WOULD BE COST PROHIBITIVE.

WE'RE SEEING A SHARP INCREASE AS A RESULT OF THAT, AS A MEANS OF ADDRESSING SOME OF THE CONCERNS. ALSO AS A MEANS OF ADDRESSING INCREASES IN DOOR-TO-DOOR TRANSPORTATION.

TWO YEARS AGO, WE HAD 414 BUS MONITORS IN THE SYSTEM.

RIGHT NOW, THIS YEAR, WE HAVE 503.

GREW BY 26 LAST YEAR.

THE AMOUNT IN THE BUS MONITOR BUDGET INCREASED BY ANOTHER \$1 MILLION FROM LAST YEAR TO THIS YEAR.

AGAIN, THIS IS NOT TO BEMOAN THAT SPENDING, THIS IS TO SAY THAT IS SOMETHING WE'RE REQUIRED TO DO AS A SCHOOL DISTRICT AND SOMETHING WE'RE PROUD OF DOING TO KEEP OUR STUDENTS SAFE AND SOMETHING THAT WE'RE GOING TO KEEP DOING UNTIL SOMETHING ELSE CHANGES.

THE NEXT SLIDE ENCAPSULATES ALL OF THE COST FACTORS THAT WE'VE TALKED ABOUT, THIS TALKS ABOUT OUR BASE GO INTO THE SCHOOL YEAR AND WHAT WE SAVED FROM ROUTE REDUCTIONS AND OPT-OUTS AND THE COST INCREASES THAT WE LAID OUT BEFORE.

IT'S A SIMPLE WAY TO CROSS WALK WHERE WE WERE LAST YEAR TO WHERE WE'RE GOING TO BE THIS YEAR AS OF RIGHT NOW.

AS YOU CAN SEE ON THE FAR LEFT, WHEN YOU FACTOR IN THE FY-17 SPENDING AND THE COST INCREASES FOR THIS YEAR THAT ARE PART OF

THE FY-18 BUDGETING, WE HAD ABOUT \$121 MILLION IN PROJECTED SPENDING.

WE THOUGHT WE WOULD SAVE \$4 TO \$5 MILLION IN TRANSPORTATION THIS YEAR AS PART 2 OF THAT \$10 MILLION SAVINGS TARGET FROM TWO YEARS AGO THAT GREEN BAR REPRESENTS THOSE SAVINGS THAT WERE DELIVERED THROUGH ROUTE REDUCTIONS THAT I OUTLINED EARLIER ON.

THE RED BARS GRAPHICALLY SHOW THE COST INCREASES THAT ARE REPORTED TO YOU ON THE PREVIOUS SLIDES FROM DRIVER AND CONTRACT RELATED COSTS TO TRAFFIC TO OTHER COSTS AND BUS MONITORS. THAT LEADS TO OUR CURRENT PROJECTING SPENDING OF \$123 MILLION.

I WANT TO BE VERY CLARE. WE'RE STILL DOING THINGS EVERY DAY AT BPS AND TRANS DEV, OUR BUS CONTRACTOR, TO CONTROL COSTS AS MUCH AS POSSIBLE.

WE TALKED BEFORE ABOUT HOW EXCEPTION TIME WAS INCREASING QUITE A BIT.

QUITE FRANKLY BECAUSE OF THE DRIVER'S CONTRACT, WE'RE NOT ABLE TO CONTROL THAT AS MUCH AS WE WOULD LIKE.

BUT WE'RE WORKING WITH TRANS DEV TO REDUCE THAT IN PLACES WHERE IT'S POSSIBLE TO DO.

WE'RE CONTINUING TO WORK WITH OUR SPECIAL EDUCATION DEPARTMENT TO MAKE SURE THAT DOOR-TO-DOOR ACCOMMODATIONS ARE GIVEN TO THOSE STUDENTS THAT DO REQUIRE THOSE ACCOMMODATIONS.

WE'RE CONTINUING TO WORK AS A DEPARTMENT AND OUR BUS MONITOR'S UNIT.

WE'RE CONTINUING TO WORK IN OUR DEPARTMENT THROUGH NEW LEADERSHIP IN THE DEPARTMENT OF TRANSPORTATION AND TO MAKE SURE THAT WE'RE TAKING ALL COST FACTORS SERIOUSLY.

I'LL END THE PRESENTATION AND OPEN UP THE QUESTIONS TALKING VERY BRIEFLY ABOUT SOME NEXT

STEPS.

THAT'S THE LAST SLIDE IN THE PRESENTATION.

OVER THE NEXT YEAR, WE PLAN TO CONTINUE WORKING TO REDUCE THE NUMBER OF STUDENTS THAT NEVER RIDE THE BUS.

SO WE'RE GOING TO CONTINUE THE OPT-OUT CAMPAIGN THAT WE'VE HAD THAT HAS BEEN RELATIVELY SUCCESSFUL TO DATE.

WE'LL CONTINUE TO WORK TO REDUCE THE NUMBER OF BUS STOPS IN THE SYSTEM.

WE'LL CONTINUE TO WORK TO REDUCE THE NUMBER OF ROUTES AS WE DID THE PRIOR YEAR.

WE'LL CONTINUE TO RESUME OUR EFFORTS TO ENGAGE THE COMMUNITY ON ADJUSTING SCHOOL START TIMES. AS MENTIONED BEFORE, ADJUSTING SCHOOL START TIMES HAS A SIGNIFICANT INCREASE IN EDUCATION.

WE'LL EXPLORE PICKUPS.

A NEW INNOVATIVE IDEA THAT WE'RE TRYING AT TWO SCHOOLS IN EAST BOSTON.

WE'LL SEE IF THERE'S POTENTIAL TO THAT.

WE'LL ENSURE THAT DOOR-TO-DOOR ACCOMMODATIONS ARE CONSISTENTLY ASSIGNED WHILE INCREASING THE NUMBER OF OPTIONS AVAILABLE FOR THOSE STUDENTS.

AND LASTLY ON THE INNOVATION AND PARTNERSHIP SIDE, WE'LL CONTINUE TO PARTNER WITH OUT OF DISTRICT SCHOOLS TO REDUCE TRANSPORTATION COSTS FOR OUT OF DISTRICT PLACEMENTS IF AT ALL POSSIBLE.

ONE SCENARIO FOR THIS COULD BE PARTNERING WITH OTHER DISTRICTS TO COST SHARE, IF YOU WILL.

SO THAT WE CAN REDUCE SOME OF THOSE COSTS.

WE'LL ALSO CONTINUE WITH WORKING WITH M.I.T. AND OTHER LEADERS TO ENSURE THAT WE'RE ALWAYS OPTIMIZING OUR BUS SERVICE EVERY DAY.

THE TRANSPORTATION CHALLENGE THAT WE LAUNCHED NOT YET A YEAR AGO WAS A HUGE SUCCESS FOR THE

SCHOOL DISTRICTS.
AS I MENTIONED BEFORE, THE FIRST
OF ITS KIND FOR SCHOOL DISTRICTS
ACROSS THE COUNTRY.
WE HOPE TO LEVERAGE THAT EVEN
MORE IN THE FUTURE TO CONTINUE
TO SEE GREAT BENEFITS FROM
STUDENTS AT M.I.T. AND OTHERS IN
THE COMMUNITY AS WELL.
WITH THAT, I'LL CLOSE THE
PRESENTATION BUT OPEN IT UP TO
YOUR QUESTIONS.
WE'LL BE HERE TO ANSWER ANY
QUESTIONS THAT YOU HAVE.
IF WE DON'T HAVE THE ANSWER,
WE'LL GET THE INFORMATION BACK
TO YOU IN DUE TIME.
>> THANK YOU, MR. HANLIN AND
THANK YOU FOR BEING HERE.
I WANT TO RECOGNIZE WE WERE
JOINED DURING YOUR PRESENTATION
BY COUNCILLOR CIOMMO, COUNCILLOR
PRESSLEY AND COUNCILLOR ZAKIM.
I HAVE TWO QUICK COMMENTS AND A
QUESTION AND THEN I'LL ALLOW MY
COLLEAGUES TO ASK THEIR
QUESTIONS.
I AM HAVING A DIFFICULT TIME,
THINK IS MY PROBLEM BUT I WANT
TO STATE IT FOR THE RECORD.
I DON'T UNDERSTAND HOW WE
REALIZE SAVINGS, BUT STILL
INCREASE IN SPENDING.
SO THAT'S SOMETHING THAT I'M
GOING TO HAVE TO WORK ON AND
PERHAPS YOU CAN HELP ME THROUGH
THAT ANOTHER TIME.
HOW MANY BUSES DO WE HAVE IN OUR
FLEET?
>> RIGHT NOW IN OUR FLEET, WE
HAVE 757 BUSES.
>> THAT INCLUDES THE REDUCTION
BY 38?
THAT YOU MENTIONED IN THE
PRESENTATION?
>> CORRECT.
>> AND HOW MANY LOTS DO THEY
LIST IN?
>> WE HAVE FOUR BUS YARDS.
>> DO WE OWN THEM OR LEASE THEM?
>> LEASE THEM.
>> ALL
>> YES.
>> GREAT.

THANK YOU.

I'M SURE I'LL HAVE MORE
QUESTIONS, BUT I'LL PASS IT ON
TO THE COUNCILLOR FLAHERTY.

>> THANK YOU, MADAM CHAIR.

JUST CONGRATS ON THE OPT-OUT
PIECE AND ASK TO DOUBLE DOWN
EFFORTS THERE.

FORMER COLLEAGUE CONSALVO CAN

CONTEST.

THERE'S A LOT OF SAVINGS THERE.
HAPPY TO SEE THAT OPTS OUTS ARE
STARTING TO PRODUCE RESULTS.
KEEP YOUR EYE ON THE BALL THERE.
WITH REQUEST TO THE
DOOR-TO-DOOR, WHAT QUALIFIES AS
DOOR-TO-DOOR SERVICE?

>> FOR EXAMPLE, ONE FACTOR THAT
WE KNOW OF THAT HAS LED TO AN
INCREASE IN DOOR-TO-DOOR
ACCOMMODATIONS, WE'RE SEEING
YEAR AFTER YEAR A SIGNIFICANT
INCREASE IN STUDENTS WITH
AUTISM.

WHICH IS EXCITING.

IT MEANS THAT THE SCHOOLS THAT
SERVE A LARGE NUMBER OF STUDENTS
WITH AUTISM ARE DOING A GREAT
JOB FOR THAT COMMUNITY AND
SEEING THAT INCREASE IN OUR
ENROLLMENT.

STUDENTS WITH AUTISM AND OTHER
STUDENTS WITH SIGNIFICANT
PHYSICAL DISABILITIES ARE OFTEN
TIMES GIVEN DOOR-TO-DOOR
ACCOMMODATIONS.

STUDENTS THAT RECEIVE WHAT
SOMETIMES ARE REFERRED TO AS
PULL-OUT INTERVENTIONS, THOSE
ARE STUDENTS THAT ARE PULLED
INTO A RESOURCE ROOM ONCE OR
TWICE A WEEK.

OFTENTIMES THEY DON'T MEET THE
THRESHOLD FOR A DOOR-TO-DOOR
ACCOMMODATION.

THERE'S MANY CODES IN THE SCHOOL
DISTRICT AND MANY SERVICES.

THAT'S JUST TWO DIFFERENT
CATEGORIES I CAN SPELL OUT TO
MORE SIMPLIFY.

>> PAGE 13 OF THE SLIDES.

WE SEE THAT FROM FISCAL YEAR 10
TO FISCAL YEAR 18.

A \$43 MILLION OVERALL INCREASE.
BUT THERE WAS TWO NOTABLES, 2011
IT DIPPED DOWN AND 2015 PROBABLY
PREDATES YOU, JOHN, BUT DIDN'T
KNOW IF THERE WAS ANYTHING
SPECIFIC THAT CONTRIBUTED TO THE
DIP IN 11 AND THE DIP IN 15.
THAT YOU CAN POINT TO.

>> IT'S A VERY GOOD QUESTION.
I'D LIKE TO CONFIRM THIS AFTER
THE FACT.

MY SENSE IS THAT 10 AND 14
REPRESENTED THE FIRST YEARS FOR
THE NEW CONTRACTOR, WHICH
SOMETIMES LEAD TO HIGHER ONE OF
A VENDOR COMING IN.
THE COSTS STABILIZED OR REDUCED
SOMEWHAT AFTER THAT.

>> THE LAST QUESTION ABOUT FUEL,
MAINTENANCE AND REPAIR.
SEVERAL YEARS AGO, I HAD
DISCOVERED THAT WE WERE SENDING
OUT BUSES TO NEW HAMPSHIRE TO BE
REPAIRED.

IS THERE AN OPPORTUNITY FOR US
TO TAKE A LOOK AT THOSE
CONTRACTS, WHO ARE OUR VENATORS,
WHAT ARE WE CONTRACTING WITH,
ARE THEY LOCAL MECHANICS, LOCAL
AUTO BODY SHOPS?

LOCAL AUTO STORES, IF YOU WILL,
JUST TO MAKE SURE THAT WE'RE
MAKING THESE REPAIRS THAT WE'RE
DOING IT LOCALLY, BUT ALSO THAT
WE'RE LOOKING CLOSELY AT THOSE
CONTRACTS AS WELL?

JUST TO MAKE SURE THAT WE'RE NOT
BEING TAKEN ADVANTAGE OF.

>> IF YOU DON'T MIND, COUNCILLOR
FLAHERTY, WE'LL GET BACK TO YOU
ON THAT.

BUT JUST TO CLARIFY, MY SENSE IS
IF WE'RE GOING OUT OF STATE
PAUSE OF THE CONTRACTS IS
BECAUSE OF COSTS.

IF THERE'S A VENDOR LOCALLY THAT
CAN GIVE US THE SAME COSTS OR
LOWER COSTS, WE SHOULD PURSUE
THAT.

IF IT'S A HIGHEST COST, IT'S A
TOUGHER DECISION.

>> THIS COUNCIL HAS DONE A LOT
OF WORK THROUGH THE EFFORTS OF
OUR COLLEAGUE MICHELLE WU AND

OTHERS TO MAKE SURE AROUND
VENDING AND CONTRACTS THAT WE'RE
SPREADING IT AROUND WITH OUR
PEOPLE, COLOR AND WOMEN
BUSINESSES.

JUST WANT TO MAKE SURE WE'RE
FOLLOWING THE LEAD THROUGH BPS.

>> THANK YOU.

>> THANK YOU, JOHN AND MADAM
CHAIR.

>> THANK YOU.

COUNCILLOR WU.

>> THANK YOU.

I WANTED TO THANK YOU THANK YOU
THANK YOU FOR THE INCREDIBLY
DETAILED RESPONSE TO THE
QUESTIONS THAT I HAD SENT OVER
TO THE DEPARTMENT AROUND
TRANSPORTATION BUT IN THE
CONTEXT OF BELL TIMES, IT TOOK
YOUR TEAM A LOT OF HOURS AND
HAVING THAT INFORMATION IS
EXTREMELY HELPFUL AND HOPEFULLY
WILL HELP SET THE CONTEXT FOR
WHAT THE TRADE-OFFS ARE AS THE
DISTRICT EXPLORES THAT.

BELL TIME CONVERSATIONS.

I WANT TO START WITH SOME OF THE
INFORMATION THAT CAME OUT OF
THAT.

ONE THING THAT STUCK OUT AT ME
AND MENTIONED IN THE LAST
PRESENTATION AS WELL, AROUND
BUSES AND PART OF THE COST OF
THE BUS CONTRACT BEING DRIVERS,
THE TIME THAT DRIVERS ARE
TAKING, ET CETERA.

THERE'S CURRENTLY 707 ACTIVE BUS
DRIVERS COVERING 605 ROUTES,
INCLUDING STAND BY DRIVERS.

IT SAYS THERE'S AN ADDITIONAL
150 DELIVERS ON LEAVE.

35 ON LEAVE WITH PAY.

IS THAT A TYPICAL NUMBER?

FOR 150 DRIVERS TO BE ON LEAVE,
IS THAT NORMAL?

ARE THERE OTHER FACTORS?

>> I CAN'T NECESSARILY
CHARACTERIZE THAT AS TYPICAL OR
NOT.

THAT'S WHAT WE'VE SEEN I BELIEVE
FOR SEVERAL YEARS NOW.

COULD BE LONGER THAN THAT.

I DON'T KNOW FOR SURE HOW LONG

THAT GOES BACK.

THERE ARE LET'S SAY
FLEXIBILITIES IN THE DRIVER'S
CONTRACT THAT ALLOWS FOR LEAVES
TO TAKE PLACE AND SOMETHING THAT
WE HAVE TO TAKE A LOOK AT.

>> SO OUT OF THE 150 THOUGH, 35
ARE CURRENTLY BEING PAID.

>> CORRECT.

>> THE REST ARE NOT FOR VARIOUS
REASONS HERE.

OKAY.

IN THE SECTION DESCRIBING
CONTRACT COSTS, NUMBER OF
ROUTES, THE DURATION OF TRIPS
WHICH INCLUDE PLANS, TIME FOR
THE ROUTE, BUT THEN IT SAYS
THERE'S DRIVER HOURS BEYOND WHAT
IS DESIGNATED FOR EACH ROUTE.

WHAT DOES THAT MEAN?

>> THAT'S THE EXCEPTION TIME
THAT I DISCUSSED IN THIS
PRESENTATION FROM TODAY.
AN EXCEPTION TIME CAN COME UP
FOR A NUMBER OF REASONS.

MAYBE THEY RUN INTO SIGNIFICANT
TRAFFIC.

MAYBE IT'S THE SAME ROUTE HE'S
BEEN DOING AND THEN THERE'S
CONSTRUCTION THAT CAUSED A
DETOUR.

IN OTHER CASES, WHICH IS A
LITTLE LESS COMMON, MAYBE THOSE
IDLING OUTSIDE OF THE CITY WHERE
THEY SHOULDN'T BE IDLING OR
DRIVING THE ROUTE NOT AS
DESIGNATED AND HAS TAKEN THEM
LONGER.

THEY WOULD FILE FOR EXEMPTION
TIME AT CLOSE OF THEIR ROUTE,
WHICH IS TIME BEYOND WHAT
DESIGNATED IN THEIR ROUTE.

THE DRIVERS CONTRACT PROHIBITS
US FROM USING GPS DATA TO
DISCIPLINE DRIVERS WHEN IT --

>> PREVENTS THAT OR --

>> MAKES IT DIFFICULT FOR US TO
ADDRESS THAT.

>> DO WE HAVE A SENSE OF HOW
MUCH OF IT IS TRAFFIC-RELATED
AND HOW MUCH IS NOT TRAFFIC
RELATED?

>> YEAH.

WHEN THEY SUBMIT THOSE FORMS,
THEY HAVE TO TELL US THE CAUSE
OF THE EXCEPTION TIME.

I DON'T HAVE THAT DATA FOR YOU
RIGHT NOW.

>> IS THAT A MAJOR AREA OF
CONCERN OR ANOTHER BUCKET --
>> IT IS.

EVERYTHING IN TRANSPORTATION IS
A MAJOR AREA OF CONCERN, QUITE
FRANKLY.

IT'S SOMETHING THAT WE HAVE
LOOKED TO ADDRESS.

THAT'S WHY IT'S IN THE
PRESENTATION TODAY.

THAT'S WHY I WORKED HOW WE'RE
WORKING HAND AND HAND WITH TRANS
DEV TO MITIGATE THAT AS MUCH AS
POSSIBLE.

IF THERE ARE FACTORS RELATED TO
TRAFFIC, THERE'S NOT AS MUCH WE
CAN DO ABOUT THAT.

FACTORS RELATED TO DRIVERS DOING
WHAT THEY'RE NOT SUPPOSED TO BE
DOING, GIVEN THE CONSTRAINTS OF
THE DRIVER'S CONTRACT YES DON'T
HAVE MUCH CONTROL OVER BUT WHERE
WE DO HAVE CONTROL, WE NEED TO
EXERCISE THAT.

>> ON THE TRAFFIC PART, I KNOW
WHEN THE CITY PILOT UNDER BTD
PILOTED THE BUS LANE ON
WASHINGTON, THE DRIVERS THAT I
WAS DRIVING GOING TO FOREST
HILLS, FELT LIKE A GOOD,
POTENTIALLY 20 MINUTES SHAVED
OFF.

THE AVERAGE NUMBER WAS SIX
MINUTES OR SOMETHING.

INCREDIBLE POTENTIAL REDUCTIONS
IN TRAFFIC FROM DEDICATED BUS
LANES THERE.

ARE THERE OTHER CORRIDORS THAT
YOU MIGHT HAVE IDENTIFIED
THROUGH SOME OF THE EXCEPTION
TIME OR OTHER WAYS, THE GPS
DATA, WHERE HAVING A DEDICATED
BUS LANE THAT MTBA BUSES AND
SCHOOL BUSES COULD USE THAT
WOULD HELP?

>> I DON'T HAVE THE DATA.
BUT I KNOW WE'RE LOOKING AT
THEM.

WE'VE BEEN WORKING WITH CHRIS

OSGOOD FOR A NUMBER OF YEARS.
WE'RE EXCITED ABOUT THE ROLL-OUT
OF THE DEDICATED BUS LANE ON
WASHINGTON STREET.

WE THINK THAT'S GOING TO HELP.
THERE'S OTHER THINGS THAT WE
WOULD LIKE TO DO WITH CHRIS'S
OFFICE AND THE STATE THAT WOULD
ALLOW US TO SPEED UP THE ROUTES
AS WELL.

>> I WOULD LOVE TO FOLLOW UP AND
GET A LIST OF PARTICULARLY ANY
HIGH POTENTIAL AREAS WHERE
HAVING TO DEDICATED BUS LANE
WOULD MAKE A BIG DIFFERENCE ON
YOUR END.

IT WOULD BE HELPFUL TO KNOW AS
WE'RE PUSHING FOR THIS
INITIATIVE TO EXPAND.

>> QUITE FRANKLY, IF YOU PICK
ANY OF THE MAJOR ROADS, THE
MAJOR NEIGHBORHOOD BASE ROADS IN
THE CITY, ABOUT ANY OF THEM
WOULD BE RIGHT FOR A DEDICATED
BUS LANE, WHETHER IT'S COLUMBIA
ROAD, HYDE PARK AVENUE OR ANY OF
THOSE ROADS WAYS ACROSS BOSTON
WOULD BE HELPFUL TO HAVE
DEDICATED BUS SERVICE.

>> I'M GOING TO KEEP GOING UNTIL
I GET CUT OFF.

>> COUNCILLOR, I WANTED TO
INTERJECT TO SAY, THANK YOU FOR
ASKING FOR THAT REQUEST ON THE
INFORMATION AROUND START
SOMETIMES.

WE WELCOME TO OPPORTUNITY TO
PROVIDE THAT LEVEL OF DETAIL OF
INFORMATION.

SO WE CAN EXPLAIN SORT OF HOW
COMPLEX LIKE JOHN MENTIONED NOT
ONLY MANY AREAS OF BPS BUT
PARTICULARLY THINGS LIKE
TRANSPORTATION AND WHAT REALLY
GOES INTO IT.

ONE OF THE THINGS I'VE LEARNED
IN MY FIRST YEAR HERE AT BPS IS
THE COMPLEXITY OF SUCH ISSUES.
ONE OF THE THINGS THAT WE'RE
GOING TO TRY TO DO FOR
COUNCILLORS AND OTHERS TO MAKE A
PROACTIVE EFFORT TO MAKE SURE
YOU'RE ENGAGED AND OUR ELECTED
OFFICIALS ARE ENGAGEAND THAT YOU

HAVE THE.

>> SAVE MONEY AT THE SAME TIME
ON THE SAME CONTACT.

WE THINK THE

FURTHER

CONVERSATIONS WILL GO A LONG WAY
TO ADDRESS THAT AND BETTER
IMPROVE THE LINES OF
COMMUNICATION AND LOOK FORWARD
TO IT.

>> THANK YOU.

CAN YOU EXPLAIN A LITTLE MORE ON
THE CHARTER PAROCHIAL STUDENTS.

HOW DOES THAT WORK.

DOES THE DISTRICT DETERMINE THE
BUSS AND ROUTES.

HOW MUCH IS IN BPS CONTROL AND
THE SCHOOL CONTROL.

>> THE EASIEST WAY TO ANSWER
THAT QUESTION IS WHO RECEIVES
THE TRANSPORTATION WE HAVE NO
CONTROL OVER.

THAT'S GOVERNED BY STATE LAW AND
OWN POLICIES.

BECAUSE OF OUR OWN POLICIES
PLAYING A ROLL IN THAT IF WE
CHANGED A ROLL AND WALKED A
SCHOOL DISTANCE FROM A MILE TO
TWO MILES FOR STUDENTS K-OF THEN
WE SHOULDN'T TRANSPORT CHARTER
SCHOOL STUDENTS THAT WALK A MILE
TO TWO MILES.

WE HAVE TO DO THE SAME FOR
CHARTER SCHOOL STUDENTS AT OUR
OWN STUDENTS.

THAT'S JUST AN EXAMPLE.

WE HAVE TO DO FOR THE CHARTER AS
WE DO FOR BPS.

BECAUSE OF THAT WE HAVE NO
CONTROL OVER WHO RERECEIVES
TRANSPORTATION BUT WE HAVE
CONTROL HOW THE STUDENTS ARE
DRIVEN TO SCHOOL SROE A THE BUS
ROUTES.

EVERY YEAR WE WORK CLOSELY WITH
CHARTER PARTNERS AND PAROCHIAL
PARTNERS.

WE TREAT THE STUDENTS AS THEY'RE
PUT IN THE TRANSPORTATION
DATABASE.

THEN THEY'RE PUT THROUGH THE MIT
SOLUTION FOR THE BUS ROUTEING.

IN PRIOR YEARS OUR SOF WARE FOR
BUS ROUTEING.

THOSE STUDENTS AGAIN ARE TREATED
LIKE THEY WERE BPS STUDENTS.
WE ROUTE THEM AS A EFFICIENT SEE
AS POSSIBLE.

THOSE WITH CHARTER SCHOOLS IN
THE MORNING THEN GO TO A BPS
AFTER THAT AND ANOTHER BPS
SCHOOL AFTER.

THAT CHARTER BUSES ARE NOT
CHARTER BUSES THEY'RE.

>> GRATED, IF YOU WILL.

>> LAST QUESTION FOR THIS ROUND.
ARE THERE ANY BIG PICTURE OUT OF
THE BOX IDEAS NOT RELATED TO BUS
THAT'S YOU HAVE EXPLORED RELATED
TO TRANSPORTATION.

THINGS LIKE PAYING PARENT TO
DRIVE A CARPOOL RATHER THAN GET
A BUS OR SOME SORT OF SUPERVISOR
RIDE SHARE OR A SUPERVISED WALK
TO SCHOOL, SOMETHING LIKE THAT.

>> I'M NOT AT A POINT WHERE I
CAN SPEAK PUBLICLY TO ANYTHING
WE'RE CONSIDERING NOW.

THERE ARE STRATEGIES THAT YES,
WE ARE CONTEMPLATING.

WE NEED TO MAKE SURE THEY, THAT
THIS WOULD PROVE FRUITFUL FROM A
FINANCIAL PERSPECTIVE AND FROM A
LEGAL PERSPECTIVE THAT THEY'RE
WITHIN THE CONSTRAINTS OF STATE
LAW IF YOU WILL.

I'M NOT AT A POINT WHERE --

>> FOR NEXT SCHOOL YEAR.

>> YES.

>> WE ALSO WELCOME YOUR THOUGHTS
AND IDEAS ABOUT.

THAT THERE IS NO SUCH THING AS A
NEW IDEA BUT A GOOD IDEA.

WE'RE HAPPY TO WORK WITH ANY
THOUGHTS YOU MAY HAVE.

>> THANK YOU.

>> COUNSELOR EDWARDS MANY.

>> THANK YOU, AGAIN FOR YOUR
WONDERFUL PRESENTATION.

IT WAS INFORMATIVE AND I KNOW IT
TOOK A LOT OF WORK.

I HAVE QUESTIONS SPECIFIC SOME
TO MY DISTRICT TO HELP ME
UNDERSTAND THE NUMBERS THAT ARE
HERE IN YOUR PRESENTATION.

I WILL START WITH THE DRIVERS
THAT MY COLONEL OWING COUNSELOR
WU WAS TALKING ABOUT, THE 35

INDIVIDUALS OP ADMINISTRATIVE
LEAVE.
I THINK ONE OF THE COMMENTS IS
THAT IT IS DUE IN PART OF THE
DELAYS TO THE INVESTIGATION OF
BPS.
>> IN SOME CASES.
>> DO YOU HAVE A PERCENTAGE FOR
HOW MANY?
>> I'M SURE WE DO.
I DON'T HAVE THE NUMBER NOW.
I WOULD SAY A -- LESS THAN HALF.
THIS IS JUST A GUESS OF THE 35.
THEY'RE INVOLVED IN DCS
INVESTIGATIONS.
>> THE OTHER ARE GENERAL
DISCIPLINARY ISSUES NOT RELATED
TO BCS.
>> CORRECT.
>> I WAS CURIOUS IN TERMS OF THE
HIRING PROCESS WHO IS DOING THE
VETTING FOR THE DRIVERS.
>> THE VENDOR IS.
>> YES.
>> IS THERE ANY --
>> JUST TO BE CLEAR TRANS DEV BY
CONTRACT OPERATES THE
TRANSPORTATION SYSTEM.
WE OBVIOUSLY NEED TO MANAGE
TRANS DEV.
EVERYTHING UNDER THAT FOR YELLOW
BUS SERVICE ARE UNDER TRANS DEV.
THEY'RE IN CHARGE OF HIRING AND
DISCIPLINE, SO FORTH.
>> SO MY CONCERN IS ARE WE
VETTING THEM WELL ENOUGH WE'RE
IN THE SITUATION.
35 PEOPLE ARE GETTING PAID NOT
TO WORK.
SOME WITH BPS INVESTIGATIONS.
HOW ARE WE HOLDING THAT VENDOR
ACCOUNTABLE FOR THE HIRING
PROCESS AND GETTING THERE?
COULD BE SOME WERE THERE BEFORE
THE CONTRACT HOW IS THE SCHOOL
DEPARTMENT DEALING WITH THAT?
>> IF YOU DON'T MIND, CHARLES
WOULD YOU MIND SPEAKING TO THIS
BRIEFLY.
I WILL ASK DEPUTY COO TO COME
UP.
CAN HE COME UP TO THIS
MOTORCYCLE ROW PHONE TO ANSWER
THAT.

>> THE PUBLIC TESTIMONY
MICROPHONE.
>> CHARLES WAS RECENTLY OUR
ACTING DIRECTOR OF
TRANSPORTATION FOR SEVERAL
MONTHS.
WE'RE PROUD TO ANNOUNCE WE HAVE
HIRED JOHN -- AS DIRECTOR.
CHARLES HAS WORKED WITH TRANS
DEV ON THIS ISSUE.
CHARLES.
>> IF YOU DON'T MIND REPEATING
THE QUESTION SO I CAN ANSWER IT
DIRECTLY.
>> THINK IT WAS MY GENERAL KIND
OF SUMMARIZING WHAT MY COMMENTS
WERE ABOUT THE VETTING PROCESS
OF THE VENDOR CONSIDERING WE
HAVE PA PEOPLE BEING PAID SOME
WITH BPS INVESTIGATIONS.
I AM DETERMINING HOW THEY GOT TO
THIS PEOPLE AND WE'RE PAYING
THEM TO WORK S A CONCERN OF MINE
AND HOW WE HOLD THE VEND EAR
COUNTABLE.
>> THANK YOU FOR THE QUESTION.
ONE OF THE THINGS WE HAVE BEEN
WORKING ON WITH TRANS DEV THE
LAST FEW MONTHS I HAVE BEEN
INVOLVED IS LOOKING AT HOW TO
IMPROVE ON DRIVER TRAINING.
WE -- IN ANY ENVIRONMENT WE V I
WAS A FORMER TEACHER AND
ESPECIALLY A SCHOOL BUS WAS A
DRIVER FOCUSES ON DRIVING AND
THERE ARE ISSUES FOR A SCHOOL
BUS WE HAVE TO MAKE SURE THE
DRIVER IS EQUIPPED DEALING WITH
BEHAVIORS THAT TRANSPIRE ON THE
BUS.
THAT IS OFTEN TIMES THE SAME
WITH BUS MONITORS.
SO, WE ARE HAVING A CONVERSATION
WHO ARE OUR EMPLOYEES ARE.
BPS EMPLOYEES HAVING A
CONVERSATION OF TAKING ADVANTAGE
OF OPPORTUNITIES IN THE SUMMER,
LIGHTER SERVICE, TO PROVIDE
TRAINING AROUND HOW TO DEAL WITH
STUDENTS WHO MAY BE UNRULY ON
THE BUS OR MIGHT HAVE
SPECIALIZED NEEDS.
SO THAT IS ONE MAJOR AREA.
THE OTHER AREA IS MAKING SURE WE

TIGHTEN UP THE PROCESS BY WHICH
IF THERE IS ANY KIND OF
DISCIPLINARY ISSUE THAT
TIMELINE, THE INVESTIGATION
TIMELINE TO FOLLOW THROUGH, THE
TRAINING AND HOW WE GET DRIVERS
BACK ON THE ROAD.

>> THANK YOU.

>> THANK YOU.

>> SURE.

>> I HAVE A COUPLE OF MORE
QUESTIONS.

I WANTED TO -- I APPRECIATE YOU
BRINGING UP TRAFFIC AS A MAJOR
ISSUE AND HOW THAT IMPACTS
COSTS.

YOU BROUGHT UP THE NORTH
WASHINGTON BRIDGE.

THAT WILL IMPACT BOTH TWO CHUNKS
OF THE DISTRICT THAT I
REPRESENT.

YOU HAD MENTIONED THAT YOU WERE
TRYING TO TAKE PROACTIVE
MEASURES.

MAYBE YOU DON'T HAVE THEM WITH
YOU HERE, WOULD I LOVE TO
FOLLOW-UP IN A CONVERSATION.

STARTING THIS IN A MONTH I
BELIEVE ON THE BRIDGE.

BY THIS SCHOOL YEAR, AND I DON'T
KNOW IF YOU HAVE ANYTHING FOR
THIS SCHOOL YEAR, BUT FOR THE
FALL I WOULD LOVE TO SEE WHAT
YOU HAVE PLANNED ASK.

>> WE'RE LOOKING FOR DEDICATED
BUS LANES TO MAKE SURE OUR BUSES
GET IN AND OUT.

I KNOW THE MTBA IS INTERESTED IN
THE SAME THING.

WE'RE WORKING ON THAT.

IT'S MY UNDERSTANDING FOR THE
NEXT YEAR PLUS THE WORK INVOLVED
WILL LARGELY BE UNSEEN.

MORE, MORE, LESS IMPACTFUL TO
TRAFFIC THEN WHAT WILL COME THE
FALL OF 2019.

SO HE WITH HAVE ALL OF NEXT
SCHOOL YEAR TO WORK WITH
RELATIVELY SPEAKING A STATUS
QUO.

THERE IS WORK BEING TAKEN PLACE
ON THE BRIDGE PROJECT.

MOST WON'T IMPACT TRAFFIC AS
MUCH AS 2019, 2020.

BY THAT TIME WE NEED TO HAVE STEPS IN PLACE TO DO WHAT WE CAN TO IMPROVE OR MITIGATE THE TRAFFIC SITUATION THAT WE HAVE THERE.

>> THANK YOU.

MY FINAL QUESTION IS ACTUALLY SPECIFIC I DON'T KNOW IF YOU RECALL, ROB, DURING THE SUMMER WE HAD THE ISSUE OF THE BLA BUS. AGAIN I'M CONCERNED IT WILL BE A ISSUE THIS YEAR.

IT'S NOT THE QUESTION OF A COST ISSUE BUT A MATTER OF EQUITY AND BASED ON ANALYSIS IT WAS MORE EQUITABLE FOR THE FOLKS OF MY DISTRICT TO CANCEL THE BUS AND DON'T KNOW IF THAT'S PART OF THE ANALYSIS OR YOUR PLAN AGAIN. I WANTED TO GET AHEAD OF THAT TO MAKE SURE THE CONVERSATION WE CAN VET THAT.

>> SURE WE WILL HAVE THAT CONVERSATION WITH YOU IN THE FUTURE I THANK YOU.

>> I WOULD LIKE TO RECOGNIZE COUNSELOR FLYNN AND COUNSELOR MCCARTHY HAVE JOINED US. COUNSELOR O'MALLEY.

>> THANK YOU, MADAM CHAIR.

THANK YOU, THIS IS A THOROUGH OVER VIEW THIS.

IS A INTEREST OF MY COLLEAGUES AND I FEEL VERY STRONGLY ABOUT. I GUESS I START WITH, I THINK SLIDE 12 YOU TALKED ABOUT HOW THE -- IT WAS THE LAST FIVE, SIX, SEVEN, EIGHT YEARS OF COSTS INCREASING.

THERE WAS A SPENDING CAP WITH THE PRIOR VENDOR KEEPING COSTS LOW.

WHY WOULDN'T WE NEGOTIATE A SPENDING CAP WITH THE CURRENT VENDOR?

>> WE LEGALLY SPEAKING THROUGH PROCUREMENT LAW WE'RE NOT ALLOWED TO CHANGE THE TERMS OF THE CONTRACT AFTER THE CONTRACT HAS BEEN GIVEN.

FRANKLY AFTER THE RFP HAS BEEN RELEASED.

WE CAN'T NEGOTIATE ANYTHING FUNDAMENTAL LIKE THAT WITH THE

CURRENT VENDOR.

IN ADDITION AS WE SAW FROM THE LANDSCAPE WHEN WE TRYD THAT APPROACH BEFORE IT'S LIKELY IF WE INTRODUCE AN RFP WITH A SPENDING CAP WE WILL GET NO COMPETITION BIDDING ON.

THAT.

>> WHO WAS THE VENDOR BEFORE.

>> TO BE CLEAR THIS PREDATED YOU JOINING BPS.

>> YES FIRST STUDENT.

>> DID THEY APPLY IN THE MOST RECENT ROUND THEY LOST.

>> TO BE REALLY CLEAR AND SPELL THIS OUT AGAIN WE RELEASED AN RFP PRIOR TO STUDENTS LAST YEAR, THE RFP WE INCLUDED A SPENDING CAP.

WE HAD NO BIDDERS ON THE WORK. WE RELEASED A DIFFERENT RFP AND REMOVED THE SPENDING CAP WITH FOUR BIDDERS.

ONE WAS FIRST STUDENT.

ONE WAS PROPOSED MANAGEMENT FEE WAS FAR HIGHER THEN OUR CURRENT VENDOR.

AGAIN I DON'T WANT TO GET TOO MUCH IN THE WEEDS.

ONE OF THE THINGS I FIND MADDENING.

I KNOW YOU DO TOO.

WE ARE SPENDING MORE FOR LESS SERVICE.

FEWER STUDENTS, LESS SERVICE, COSTS GO UP.

I WOULD VENTURE GUESTS TO FUEL, FUEL IS PROBABLY LESS EXPENSIVE NOW THEN IT WAS SIX, SEVEN, EIGHT YEARS AGO.

THERE HAVE BEEN FLUCTUATIONS. CHEAPER NOW THEN TO 09, TO 10. WHEN I HEAR SOME OF THE ADDED COSTS WITH THIS VENDOR AND COUNSELOR WU ASKED ABOUT THE HIGH NUMBER OF DRIVERS SUSPENDED.

YOU COULDN'T ANSWER WHETHER OR NOT THAT WAS AN ANOMALY.

35 OUT OF 755 DRIVERS ARE SUSPENDD WITH PAY I BELIEVE THAT'S 34% INCREASE OVER LAST YEAR.

THAT'S A STAGGERING NUMBER.

MY QUESTION TO YOU IS, I'M NOT
LOOKING TO NECESSARILY POINT
BLAME.

IT SEEMS THE VENDOR IS NOT
HELPING US ACTUALIZE THE SAVINGS
THEN WE NEED TO.

HOW IS -- WHEN IS THEIR CONTRACT
UP.

WOULD I THINK THIS IS A
INCREDIBLY ATTRACTIVE CONTRACT
FOR PEOPLE TO GET.

I BELIEVE NOBODY APPLIED FOR A
SPENDING CAMP.

I WOULD THEUFBG THIS WOULD BE
ANY NORM NEWSILY ATTRACTIVE
PACKAGE.

HOW DO WE WORK WITH THEM FOR A
BETTER DEAL FOR TACK PAIRS,
STUDENTS AND PARENTS.

>> THINK ONE WAY TO APPROACH
THAT IS TO PROVIDE A LITTLE MORE
CLARITY.

BECAUSE I CAN SEE HOW YOU'RE
COMING TO THOSE CONCLUSIONS OR
ASSUMPTIONS BASED ON THE DATA IN
FRONT OF YOU.

IN REALITY WE'RE HAPPY WITH THE
WORK OF THE VENDOR.

THEY REPLACED THE LOCAL
LEADERSHIP PRIOR TO THE SCHOOL
YEAR, THE BEGINNING OF THE
SCHOOL YEAR.

WE HAVE A MUCH CLOSER WORKING
RELATIONSHIP WITH THE VENDOR
NOW.

WE HAVE ALSO FILLED TWO OF OUR
OWN VERY SIGNIFICANT VACANCIES
WE WENT KNOT SCHOOL YEAR WITH
OVER THE LAST FEW MONTHS
ALLOWING US TO STRENGTHEN OUR
RELATIONSHIP WITH TRANS DEV.
ONE THING YOU SEE WITH THE
INCREASE SUSPENDED WITH PAY.
ON ONE HAND IT LOOKS LIKE A
NEGATIVE.

I MENTIONED THIS BEFORE.

IT LOOKS LIKE A NEGATIVE.

COST INCREASE AND 35 DRIVERS
SUSPENDDD WITH PAY.

IT'S ALSO A POSITIVE.

WE'RE TAKING A MEASURE TO
DISCIPLINE DRIVERS, WHICH WAS
NOT HAPPENING IN YEARS PRIOR.
WE BELIEVE THIS IS KEEPING OUR

CHILDREN MORE SAFE.

AS CHARLES RELATED WE'RE WORKING CLOSELY WITH THAT TRANSPORTATION VENDOR TO MAKE SURE THE LENGTH OF TIME THE DRIVERS ROUTE ON LEAVE IS LESS THAN THE PAST TO RETURN THE DRIVERS TO THE ROAD AS FAST AS POSSIBLE.

SO IN MANY WAYS WE'RE ACTUALLY MUCH HAPPIER THEN WE WERE SAY A YEAR AGO.

WE BELIEVE WE WILL BE IN THE FUTURE.

>> COUNSELOR, TO ADD TO THAT, HOW SERIOUS WE TAKE THAT WORKING RELATIONSHIP AND THAT REVIEW WORKING WITH TRANS DEV.

THE DEPUTY CHIEF OF OPERATIONS IS BRAND NEW TO OVERSEE THAT, OVERSEE THE WORK, HIRING A BRAND NEW TRANSPORTATION DIRECTOR.

MAKING SURE WE HAVE A GOOD RELATIONSHIP WITH THE VEND SKPERT VENDOR IS WORKING WITH US TO HELP ADDRESS ISSUES WE SEE AS A NUMBER ONE PRIORITY TO STRENGTHEN JOHN'S TEAM.

>> THE LAST THING I WOULD SAY, COUNSELOR, IF YOU WOULDN'T MIND. WE HAVE SEEN THROUGH MARKET ANALYSIS THAT A, THERE ARE FEW VENDORS THAT WOULD QUALIFY FOR THIS WORK AND TAKE THIS WORK. EVEN WHEN WE HAD A DIFFERENT RFP PROCESS A FEW YEARS AGO WE JUST SAW FOUR VENDORS BID ON THE WORK THERE.

ARE FEW NATIONALLY THAT CAN TAKE THIS ON.

B, THE COMPLEXITY THAT WE HAVE IN BOSTON PUBLIC SCHOOLS IS SUCH THAT MANY VENDORS WOULD NOT BE INTERESTED IN COMING TO THE SCHOOL DISTRICT BECAUSE OF HOW COMPLICATED IT IS.

BECAUSE OF THE NATURE OF WHAT WE DO IN BOSTON PUBLIC SCHOOLS COMPARED TO OTHER SCHOOLS AND TRANSPORTATION.

>> HAS THERE BEEN A THOUGHT OF DOING IT IN HOUSE?

BUYING A FLEET OF BUSES?

HIRING A FLEET OF DRIVERS?

THIS IS, FOR A PROBLEM THAT WE

TALK ABOUT EACH AND EVERY YEAR
THERE WOULD BE SIGNIFICANT COSTS
UP FRONT.

WOULD THAT MAKE MORE SENSE GOING
FORWARD.

>> I KNOW THAT HAS BEEN
DISCUSSED.

I WOULD BE HAPPY TO CONTINUE THE
DISCUSSIONS.

I CAN'T SPEAK WHERE IT'S AT NOW.
IT'S AN IDEA TO CONTINUE TO
CONSIDER.

>> I THINK WE DO.

I APPRECIATE THAT LOOKING AT THE
INCREASE OF ADMINISTRATIVE LEAVE
WITH PAY SHOWS YOU'RE GETTING
SERIOUS.

I TAKE YOU AT YOUR WORD.

THE SLIDE BEFORE THAT EXCEPTION
TIME HAS BEEN INCREASED.

NOW YOU MENTION THAT'S BECAUSE
OF TRAFFIC IN THE CITY THAT WE
DEAL WITH.

STAND BY DRIVERS HAVE INCREASED.
YOU KNOW I JUST, IN A -- I WILL
LEAVE IT AT THAT.

I WANT US TO BE AS THOROUGH AND
COMPREHENSIVE IN REALIZING WE'RE
PAYING.

THE TAXPAYERS OF PW-FT ON ARE
PAYING HUNDREDS OF TEN, HUNDRED
AND TWENTY MILLION DOLLARS AND
FEWER KIDS ARE TAKING THIS AND
THE COSTS CONTINUE TO GROW.

A COUPLE OF OTHER QUESTIONS.

JOHN, YOUR POINT ABOUT NORFOLK
RECEIVED TO DIFFERENT BUSS IN A
SMALL PART OF THE NEIGHBORHOOD
IS PART OF THE PROBLEM WE'RE
DEALING WITH.

WITH THE IMPLEMENTATION OF HOME
BASE WHY IS THAT NUMBER SO HIGH?
CHARTERS?

>> THAT WAS JUST A POINT.

I DON'T KNOW WHAT THE DATA IS
NOW.

IT MAY OF STARTED TO DECREASE IN
RECENT YEARS.

THE FACT THAT THERE WAS EVER
THAT MANY IS A INDICATION OF HOW
EXTENSIVE SCHOOL CHOICE IS
WITHIN THE DISTRICT.

>> I THOUGHT YOU SAID THERE IS
20 BUSS IN A NEIGHBORHOOD OF TEN

BUSES NOW.

>> I MAY OF MISSTATED.
THE POINT IS THERE WAS ONE.
RECENT YEARS UP TO 20.
YES, HOME BASE IS CREATING A
DIFFERENCE YEAR TO YEAR IN TERMS
OF OUR NUMBER OF RIDERS.
HOW FAR THEY'RE DRIVEN.
HOWEVER IT'S A SLOW AND GRADUAL
CHANGE IN THE DATA YEAR TO YEAR.
I DON'T HAVE THAT DATA IN THE
PRESENTATION.

I CAN TELL YOU THAT'S PARTLY
BECAUSE OF GRANDFATHERING
STUDENTS AND GRANDFATHERING
SIBLING OF STUDENTS.
THAT CHANGE IS SLOWER THEN THE
GENERAL PUBLIC WOULD OF
ANTICIPATED.

>> I WOULD ADD IN A ANECDOTE
K-1, CAN-2 PARENTS ARE CHOOSING
BOSTON SCHOOLS WITH THE GREAT
SUCCESSES WE HAVE HAD LIKE
ADDING CLOSE TO 1100 STUDENTS IN
LEVEL ONE.

IN THE LOWER GRADES IN MY OWN
SCHOOLS PARENTS WANT INTO
SCHOOLS LIKE THE ROOSEVELT, THE
MURPHY.
SCHOOLS AROUND THE CITY THAT ARE
HIGHLY SUCCESSFUL SCHOOLS IN
HIGH DEMAND.

>> HOW MANY STUDENTS ARE
CURRENTLY EN ROAD IN BPS.

>> 57,000 WITH PRE-K.

>> ABOUT WHAT IT HAS BEEN --

>> PARTICULARLY THE LOWER
LEVELS.

A LOST FAMILIES ARE GETTING
THERE IN THOSE SEATS.

>> THE OTHER THING I WOULD SAY
COUNSELOR FOR HOME BASED,
REMEMBERING THE IMPLICATION AT
PLAY OF SIBLING OF STUDENTS.
EVEN THOUGH HOME BASE WENT INTO
EFFECT A COUPLE OF YEARS AGO WE
WILL SEE 8, 9 YEARS OF STUDENTS
DRIVEN OUT OF HOME BASE BECAUSE
OF A SIBLING, GRANDFATHERING
SITUATION.

>> I UNDERSTAND.

THAT'S IMPORTANT AND I'M GLAD
IT'S THERE.

I WANT TO BE RESPECTFUL OF MY

COLLEAGUES.

I WILL END WITH THIS AND BE BACK
FOR A SECOND ROUND OF
QUESTIONING.

THE DOR TO DOOR VERSUS CORNER
PICK UP SEEMS TO DRIVE A LOT OF
INCREASED COST.

IS IT AN OPTION FOR A STUDENT
WHO IS RECEIVING AN IEP WHO
WOULD AUTOMATICALLY GET DOR TO
DOOR SERVICE THAT HE OR SHE
WOULD RECEIVE THE CORNER
SERVICE?

>> YES THAT'S PART OF THE IEP
FLEXIBILITY I OUTLINED BEFORE.

>> DOES IT CURRENTLY EXIST?

>> YES.

>> MY UNDERSTANDING HAVING A
DEAR FRIEND DEALING WITH THIS
THE QUESTION WAS TRANSPORTATION
OR NO TRANSPORTATION.

THAT WAS HER FAMILY
AUTOMATICALLY WAS DOOR TO DOOR.

>> THAT'S HOW IT WAS PRIOR
YEARS, ALL OR NOTHING THIS.
IS THE FIRST YEAR IT HAS BEEN
INTRODUCED UNDER THE NEW IEP
PLATFORM.

IF THEY HAVE HAD A MEETING
ALREADY THIS YEAR THAT LAYS OUT
THE SERVICES AND WHAT THEY LOOK
LIKE AND RECEIVE THAT'S WHERE
THEY FIRST ENCOUNTER THE CHANGE
IN THE IEP STRUCTURE.

>> FOR THE SCHOOL YEAR STARTING
IN SEPTEMBER 2018-2019 WE WILL
SEE FEWER DOOR TO DOOR
TRANSPORTATION COSTS.

NOT ALL SOME MAY NEED IT BUT THE
PARENTS WILL BE GIVEN THE OPTION
OF A CORNER PICK UP.

>> YES.

AS OF RIGHT NOW I HEARD THIS
DATA POINT, 40 STUDENTS HAVE
BEEN GIVEN THE ACCOMODATE CORNER
OPTION RATHER THAN DOOR TO DOOR.

>> AND PRIVATELY 166 KIDS
RECEIVED PRIVATE SPED
TRANSPORTATION AVERAGING PER
PUPIL COST OF \$56,000.

THAT'S \$9.5 MILLION IF MY MATH
IS CORRECT.

I WENT TO BOS PUBLIC SCHOOLS.

I THINK I'M CORRECT.

>> YES.
YOU WERE TAUGHT WELL.
>> THAT'S STAGGERING.
IT SEEMS TO ME.
I KNOW AND I WILL GIVE CARROLL
JOHNSON ALL THE CREDIT IN THE
WORLD, FORMER SUPERINTENDENT,
HAD A DESIRE TO GET TO ZERO KIDS
BEING SERVED OUT OF DISTRICT
BECAUSE WE COULD SERVE EVERY
KID.
I UNDERSTAND SOME KIDS HAVE
CHALLENGES WE'RE NOTE KW +*EUPTD
QUIPPED TO SERVE.
IT SEEMS LIKE THAT IS GROWING
AND THE NUMBER OF TRANS TORE
PATIENT I WOULD THINK WE WOULD
HIRE, WE WOULD INVEST THAT
\$9.5 MILLION IN HAVING THE
SERVICES TO SERVICE THESE 166
KIDS.
I DON'T WANT TO OVER SIMPLIFY IT
OR MINIMIZE IT.
I KNOW YOU HAVE A DEMANDING AND
DIFFICULT JOB, THAT ABOUT BEING
HERE AWHILE, 8 YEARS T SOEPLZ
THAT NUMBER IS GROWING OUT OF
DISTRICT PLACEMENT.
THE COST ASSOCIATED WITH THAT IS
SO STAGGERING.
IT'S LIKE TWO STEPS FORWARD AND
FIVE STEPS BACK.
GOING FORWARD I WOULD END WITH
THIS ANYTHING TO DO TO SERVE
MORE KIDS AND KEEP THEM IN
DISTRICT.
IT'S NOT ONLY IMPORTANT FOR THE
FAMILIES AND KIDS TO RECEIVE THE
TREATMENT THEY NEED BUT IT WILL
SAVE US MONEY AS WELL.
>> THANK YOU.
>> THANK YOU.
>> COUNSELOR CAMPBELL.
>> THANK YOU COUNSELOR
ESSAIBI-GEORGE AND YOUR
LEADERSHIP ON THIS.
THANK YOU GUYS, FOR BEING HERE
AND THE PRESENTATION.
JUST QUICK NUMBERS.
SO FY17 WHAT WAS THE TOTAL
NUMBER OF BPS STUDENTS.
>> ABOUT 57,000 STUDENTS.
>> 57,000.
FY18.

>> ABOUT 57,000.
IT HASN'T CHANGE UP.
>> UP OR DOWN.
>> WE CAN GET YOU THAT DATA.
>> OKAY.
FY17, 119 MILLION.
FY18, 123 MILLION.
>> THAT'S A PROJECTION.
WE'RE DOING WHAT WE CAN TO LOWER
THAT.
THAT'S TODAY'S FORECAST.
>> PROBABLY NOT LESS THAN
119 MILLION.
>> PROBABLY NOT LESS THAN
119 MILLION.
NO.
IN EARLY DECEMBER WE HAD A
BUDGET FORECAST THAT WOULD HAVE
BEEN A COUPLE MILLION HIGHER
THEN TODAY.
WE HAVE BEEN ABLE TO EXERCISE
SOME THINGS SINCE THEN ALLOWING
TO US REDUCE MORE COSTS.
>> AND I DO WANT TO APPLAUD BPS
FOR, WE MAY SEE INCREASES IN THE
K1 SEATS AND CERTAIN SCHOOLS.
OBVIOUSLY WE SEE FOLKS LEAVE THE
SYSTEM BECAUSE THEY'RE UNHAPPY
FOR VARIOUS REASONS.
SO OUR OVER ARCHING -- LARGEST
NUMBER OR TOTAL STUDENTS ARE
ULTIMATELY DECLINING EVEN IF
IT'S AT A SMALL RATE.
WHEN DOES THE CONTRACT WITH
TRANS DEV END?
>> JUNE 30th.
>> AND GOING BACK TO THE RFPs
FOR THAT, I UNDERSTAND WHEN WE
PUT AN RFP OUT THIS IS NO,
NOTHING THAT SAID COST SAVINGS
LIKE THE PREVIOUS CONTRACT.
PEOPLE WOULD OF SAID, NO THANK
YOU.
IN LOOKING AT HOW THAT RFP IS
SHAPED I IMAGINE FOR EXAMPLE
ONLY CERTAIN TYPES OF COMPANIES
AND CORPORATIONS COULD APPLY TO
MEET THE NEEDS OF THE DISTRICT
FOR TRANSPORTATION.
FOR EXAMPLE AN UBER COULD NOT
APPLY TO THE RFP.
SO, IN PUTTING OUT AND LOOKING
FORWARD AND I WILL QUICKLY LOOK
AT SEE THE BEST CHART FOR THIS.

IT MIGHT BE --
SO ON PAGE 14 OF THE
PRESENTATION.
WE LOOK AT 11% OF THE DOOR TO
DOOR STUDENTS DRIVING 39% OF THE
COSTS.
I UNDERSTAND THAT.
MUCH IS ARTICULATED PUTTING MY
EDUCATION LAWYER HAT ON BY
IEPs.
THE DISTRICT MAKES IT DIFFICULT
TO CHANGE THAT ONCE THE FAMILY
HAS IT GOING DOOR TO DOOR FOR AN
EIP.
IS IT POSSIBLE LOOKING FORWARD,
NOT THE PAST, BUT TO PULL THIS
APART A LITTLE BIT.
TO ISSUE AN RFP THAT DOESN'T
INCLUDE ALL OF THE STUDENTS BUT
TO SAY FOR EXAMPLE FOR DOOR TO
DOOR WE'RE GOING TO LOOK AT A
DIFFERENT OPTION.
WE WILL SHAPE THAT RFP
DIFFERENTLY TO ATTRACT OTHER
PEOPLE TO APPLY TO IT TO GIVE US
SUGGESTIONS AND THOUGHTS ON HOW
TO SAVE MILLIONS OF DOLLARS.
IS IT POSSIBLE FOR EXAMPLE THE
STUDENTS GOING OUT TO DISTRICTS
OUTSIDE OF BPS AND UNDER SOME
CONTRACT WITH THE DISTRICT AND
REQUIRED TO BUS THEM TO ROOT
SCHOOL FOR NOT MEETING THEIR
NEEDS.
THIS INCLUDES STUDENTS WITH HIGH
NEEDS.
MAYBE THEY'RE BLIND OR HAVE A
CERTAIN LEVEL OF AUTISM OR
ANOTHER LEVEL OF IEP OR
SOMETHING WE DON'T HAVE A
PROGRAM OF SERVICES TO MEET
THEIR NEEDS AND HAVE TO BUS THEM
TO ANOTHER SCHOOL DISTRICT.
OUTSIDE OF ASKING THAT OTHER
SCHOOL DISTRICT TO SHARE IN THE
COST, WHICH IS A CALL I HOPE WE
MAKE TOMORROW.
THAT'S A GREAT IDEA WOULD BE
CURIOUS IF ANY DISTRICT WOULD
SAY YES, LET'S DO.
THAT WHERE ARE WE WHEN IT COMES
TO THOSE CONVERSATIONS.
IF WE CAN SHAPE AN RFP
SPECIFICALLY FOR THAT PRIVATE

RIDE, ESSENTIALLY.

I GUESS NOBODY WILL PICK UP ANOTHER STUDENT GOING OUTSIDE TO A DISTRICT AS FAR AS MARLBORO OR SOMETHING LIKE.

THAT WHO KNOWS.

IS THERE A WAY TO PULL THIS APART TO DESIGN RFPs TO GET TRANSPORTATION AND DO THAT WELL OR HAVE A TRACK RECORD OF DOING IT WELL TO REPLY AND GIVE US IDEAS ON DEVELOPING BET WE ARE CERTAIN EFFICIENCIES AND SAVE MONEY.

THAT IS WHAT I WOULD LIKE TO SEE.

BECAUSE I THINK THIS IS, THINK IT'S CHALLENGING FOR US TO SIT AT BPS AND THINK OF THE WAYS TO BE CREATIVE.

I ALSO AM CONCERNED WE CAN'T SHARE CERTAIN CONVERSATIONS PUBLICLY AROUND THE INNOVATIONS YOU MAY THINK ABOUT. I THINK OUR RESIDENTS AND PARENTS WANT TO KNOW THE CONVERSATIONS.

I THINK IT'S IMPORTANT THAT THEY KNOW SO IF THEY HAVE IDEAS.

IF YOU PUT OUT AN RFP THAT'S ALWAYS PUBLIC.

ANYTHING COMING BACK TO US WE SAY WE'RE JUST GETTING FEEDBACK AND IDEAS FROM THE COMMUNITY, TRYING TO FIND THE BEST WAY TO SAVE MILLIONS OF DOLLARS.

THIS LINE ITEM DOESN'T KEEP GOING UP.

I WOULD LOVE TO SEE.

THAT

I WOULD LOVE THE NEXT TIME WE COME BACK TO BUDGET

CONVERSATIONS PARTICULARLY FOR TRANSPORTATION WE HAVE UPDATES AND RIDE YAS AROUND HOW WE CAN LEGALLY DESIGN RFPs TO DO THIS AND WHERE WE ARE WITH COST SHARING IDEAS AND MUNICIPALITIES TO SHARE IN THE COSTS FOR THE STUDENTS.

GOING, SO PAGE 14 I HAVE SOMETHING HERE THAT LOOKS LIKE FY17 NUMBERS.

SO --

>> SIMILAR.

>> THE ONE THING THAT STANDS OUT TO ME S FOR EXAMPLE IF YOU LOOK AT THAT 11% OF THE DOOR TO DOOR IT WAS 11% LAST YEAR.
11%, 11 TPERZ FY17, 11% BASED ON THIS FOR FY18.
11% DRIVING 37% OF THE COSTS IN FY17.
DRIVING 39% OF THE COSTS IN FY18.
THEN YOU LOOK AT THE CORNER STUDENTS.
FY17 WAS 36%, MATCHING 36% OF THE COST.
FY18 IS 30%.
DROPPED 6% BUT THE COST DROPS 1%. I LOOK AT THE STUDENTS AND THE COSTS.
IF IT'S NOT THE NUMBER OF STUDENTS DRIVING THE COSTS I'M STILL CONFUSED AS TO WHAT IS. THINK THAT GOES BACK TO COUNSELORY SABA GEORGE'S POINT THE STUDENTS ARE DECLINING BUT THE COSTS GO UP.
WHAT IS THAT?
>> IF YOU DON'T MIND --
>> PARTICULARLY AS WE ADD NOT ONLY A DECLINING NUMBER OF STUDENTS OR THE SAME NUMBER OF STUDENTS BUT THEN WE ADD MIT EFFICIENCIES.
ADD TAKING 50 BUSES OUT OF THE ROUTES.
WE ADD -- POSSIBLE MTBA BUS LANES OR THE OPT OUTS.
WE ADD THESE OTHER EFFICIENCIES AND WE GET EVEN SOME OF THE SAVINGS THAT YOU HAVE DONE, NOTHING CHANGES.
IT JUST KEEPS GOING UP.
WHAT IS THAT?
DRIVER SALARIES, BENEFITS?
IS IT MAINTENANCE COSTS?
WHAT IS IT?
>> RIGHT.
>> I GUESS THAT'S WHAT I'M CONFUSED BY.
I'M CONFUSED BY.
>> YOU GAVE ME A LOT TO DIGEST. IF YOU DON'T MIND I WILL DO MY BEST.
WE CAN HAVE A FOLLOW-UP CONVERSATION.

>> I GUESS THE CRUX IS THESE TWO CHARTS AND NOT UNDERSTANDING --
>> THAT I CAN EXPLAIN.
I CAN DO MY BEST TO EXPLAIN LITS PUT IT THAT WAY.
>> YEP.
>> YOU WILL SEE A STRONG CORRELATION OF THE NUMBER OF STUDENTS DOOR TO DOOR AND PERCENTAGE OF STUDENTS DOOR TO DOOR AND COSTS THEY REPRESENT. WILL YOU LIKELY SEE A STRONG KWOER HRAEUGS BETWEEN THOSE TWO. YOU WILL SEE A WEAKER CORRELATION BETWEEN THE CORNER AND COSTS OF THE CORNER STUDENTS KPROEUZING.
THE REASON FOR THAT IS IT DOESN'T MATTER HOW MANY STUDENTS YOU REMOVE FROM SERVICE. IT MATTERS THE BUSES YOU REMOVE FROM SERVICE.
FOR EXAMPLE IF EVERYONE DOWN HERE IN THE PITS, AS THEY SAY, IS RIDING A BUS TO SCHOOL AND IF YOU DON'T MIND COUNSELORY SABY GEORGE AND COUNSELOR PRESSLEY ARE REMOVED FROM SERVICE BECAUSE YOU OPTED OUT THAT BUS L. STILL RIDES AND WILL PICK UP THE REST OF US.
THE COSTS ARE REMAIN SKP-GT COSTS PER STUDENTS NOW GO UP.
>> BECAUSE OF THE ONE BUS?
>> IT'S STILL ONE BUS.
>> CONVERSELY IF ONE BUS SERVICES THE FOUR OF AND YOU ONE BUS SERVES THE REST OF US. THE NEXT YEAR CHIEF OF STAFF AND I OPT OUT.
WE ARE NOW REMOVING A BUS FROM SERVICE.
ONE BUS REMAINS BUT ONE BUS WILL NOT.
IN THAT WAY WE REDUCE COSTS QUITE A BIT.
IT DEPENDS WHERE THE STUDENTS ARE AND THE MAKE UP OF THE BUS ROUTES THEY ARE ASSIGNED TOO IF THAT MAKES SENSE.
THE REASON WE SEE A STRONGER CORRELATION BETWEEN DOOR TO DOOR IS TYPICALLY DOOR TO DOOR STUDENTS LIVE FURTHER FROM

SCHOOL IN WHICH CASE IF YOU REMOVE ONE OR TWO OF THE DOOR TO DOOR STUDENTS YOU HAVE A BETTER SHOT OF REMOVING THE BUS OR FILLING THE BUS WITH OTHER STEWED TENTS THAT MAKES SENSE. ON THAT NOTE YOU ARE -- YOU HAVE A CONCEPT OF TWO DIFFERENT RFPs.

ONE FOR DOOR TO DOOR.

ONE FOR PRIVATE, ONE FOR GENERAL EDUCATION.

IT'S SOMETHING TO CONSIDER FOR SURE.

WE NEED TO MAKE SURE WHEN DOING THAT IT LEADS TO COST SAVINGS. WHAT WE WOULD HAVE NOW IS A INTEGRATED BUS SYSTEM.

WHERE IF ALL OF US RIDE A BUS I REQUIRE DOOR TO DOOR SERVICE I RIDE THE SAME BUS AS EVERYONE ELSE.

THAT ALLOWS US TO CONTROL COSTS RATHER THAN A SEGREGATED BUS. WHERE ONE BUS IS FOR GENERAL EDUCATION AND ONE IS FOR SPECIAL EDUCATION.

THAT'S WORTH CONSIDERATION.

BACK TO THE CRUX --

>> THAT MAKES SENSE.

>> -- IT DEPENDS ON WHO OPPOSITES OUT AND WHERE THEY ARE.

ANOTHER WAY TO LOOK AT THAT.

IF THE CHIEF OF STAFF AND I ARE AT THE SAME BUS STOP.

>> IF HE OPPOSITES OUT AND I DON'T IT DOESN'T SAVE US ANYTHING.

THE BUS HAS TO STILL PICK ME UP. IT HELPS WHEN YOU GET TO A CERTAIN NUMBER.

IT'S NOT DIRECTLY LINKED TO COST AS YOU WOULD THINK.

>> THAT EXPLAINS THE CORRELATION OF THE CORNER TO CORNER COSTS.

WHERE THE DOOR TO DOR YOU SEE A DIFFERENCE.

>> CORRECT.

IT WILL GO DOWN ON CORNER, TO BE CLEAR.

>> DEPENDING ON THE LOUT.

>> YES.

>> I THINK THIS IS WHY IT'S A

GREAT IDEA TO THINK ABOUT
BREAKING THIS APART.
I IMAGINE THOSE STUDENTS GETTING
DOOR TO DOOR TEND TO BE, TEND TO
BE ON THE SMALLER BUSES ROUTES
WHERE IT'S A FEW STUDENTS NOT A
BILL BUS BECAUSE OF THE UNIQUE
OF TIME AND DOOR TO DOOR.
IEP STUDENTS I REMEMBER GETTING
THE SMALLER BUSES.
I THINK THIS IS A WAY TO TEST
THIS OUT AND PULL IT APART.
ANYONE LOOKING TO BRING
SUGGESTIONS AND IDEAS IT'S MORE
PRACTICAL FOR SOMEONE TO TAKE A
PIECE OF THIS VERSUS THE WHOLE
SYSTEM.
AND THINK IT ALSO, I DON'T KNOW
HOW MUCH EXPERTISE WE HAVE
WITHIN THE DISTRICTS.
TO REALLY PULL THIS SYSTEM
APART.
TO GET IT TO LAY PLACE WHERE
WE'RE SAVING 20, 30, \$40 MILLION
FOR EXAMPLE OR AT LEAST GET US
TO A PLACE TO SEE A REDUCTION IN
TRANSPORTATION COSTS VERSUS
EVERY YEAR WE ANTICIPATE IT WILL
KEEP GOING UP.
SO, I REALLY THINK THIS IDEA OF
LOOKING AT OTHER FOLKS COMING,
BRINGING IN THEIR EXPERTISE
BASED ON THE MODEL THEY USE FOR
TRANSPORTATION IS EXTREMELY
HELPFUL FOR US.
MY LAST QUESTION GOES TO, I
THINK THE ACCOUNTABILITY PIECE.
NOT JUST WHAT COUNSELOR EDWARDS
AND COUNSELOR WU SAID ABOUT.
>> THE TRANSPORTATION -- THE
COSTS LAST ADVERTISE KAG YEAR
WAS FOR EXAMPLE FUEL.
THE COSTS RELATED TO FUEL.
WE HAD THE FIRE DEPARTMENT IN
HERE.
I SAID HOW DID YOU REALIZE THE
SAVINGS WITH THE FLEET.
THEY SAID FUEL COSTS WENT DOWN
AND WE SAVED MILLIONS.
YOU GO TO BPS AND THE FUEL COSTS
WENT UP.
I KNOW IT'S DIFFERENT ROUTES AND
THINGS.
IT'S A LARGE GAP AND SURPRISING

NOT TO SEE A LEVEL OF SAVINGS OR
FLATTENING OUT SOME WAY.
SO IT WAS A QUESTION ABOUT ARE
WE EQUIPPED TO HOLD THE COMPANY
ACCOUNTABLE ON EVERY SINGLE
LEVEL.

I'M NOT POINTING FINGERS, IT'S
NOT AN EASY JOB.

I THINK THE ACCOUNTABILITY OF
METRICS SUPPORT BREAKING THIS
APART AND DOING THINGS A LITTLE
DIFFERENT BUT WITH AN EFFICIENT
RELIABLE SYSTEM FOR EVERY
STUDENT ATTENDING OUR SCHOOLS.
>> THANK YOU.

A BRIEF NOTE ON THE FUEL COSTS.
IT SHOULD BE NOTED WE'RE NOT
SAYING THE UNIT COST IS
NECESSARILY GOING UP.
THE COST ON THE LINE ITEM MAYBE
MORE MILEAGE THAN PLANNED FOR
THERE.

IS A STRONG CORRELATION THERE.
THE FUEL COSTS AND MILEAGE.
>> IF WE HAVE TO ADD BUSES FROM
OTHER FACTORS THEN THEY'RE
DRIVING MORE MILES AND THAT'S
INCREASED IN FUEL COSTS OVER.
Announcer:

>> I'M NOT SURE IF THAT WAS
THE CASE OR NOT.
I WANTED TO SEE IF THE FUEL
COSTS WENT DOWN.
HOW WAS THAT REFLECTED IN THE
BOOKS.
THEN IF IT'S MILEAGE HOW IS THAT
REFLECTED.
>> THANK YOU.

BOTH.
>> YES, I LOOKED AT THE
POPULATION.
RELATIVELY IT'S SIMILAR.
WE HAVE A INCREASE THIS YEAR
OVER THE FISCAL YEAR 17.
>> COUNSELOR CIOMMO.
>> THANK YOU MADAM CHAIRPERSON
FOR PROVIDING THIS FORUM TODAY.
>> -- RUN A TRANSPORTATION
SYSTEM SUCH AS THIS.
>> THE MTBA DOESN'T DO IT WELL
AND WE HAVE TO CHANGE ROUTES
EVERY YEAR.
THIS IS COMPLEX AND THE WORK YOU
DID ON THE BELT LINES EQUALLY

ENLIGHTENING AND INFORMATIVE.
I WANTED TO PIGGY BACK OFF ONE
THING FROM COUNSELOR O'MALLEY.
THE 166 STUDENTS COSTING NEARLY
10 MILLION.
HOW MANY LOCATIONS DO WE SEND
THOSE 166 KIDS?
JUST CURIOUS.
>> 63.
THAT'S ON THE SLIDE FOUR.
>> 64.
>> 63 -- THAT'S 63 SITES.
>> I WANTED TO TOUCH ON THE OPT
OUT AGAIN.
AT ONE POINT I THINK YOU SAID
YOU WOULD USE OUR HELP WITH THE
OPT OUT.
IS THAT POLICY AROUND IT OR --
>> WHAT I WAS REFERRING TO IS.
THIS EFFORT WE LAUNCHED THE LAST
YEAR ON THE OUTS IS THE MOST
SOPHISTICATED THE DISTRICT USED.
IT AMOUNTS TO US WORKING HAND BY
HAND WITH OUR SCHOOLS.
TYPICALLY ONE PERSON HAS A
ROSTER FOR EACH BUS AT THE
SCHOOL.
THREE QUARTERS OF THE WAY
THROUGH THE YEAR THE SCHOOL
KNOWS WHO IS RIDING THE BUS AND
WHO IS NOT.
EVEN A LARGE SCHOOL THEY KNOW.
THEY TOLD US LAST SPRING THESE
ARE THE STUDENTS NEVER RIDING
THE BUS SOMEWHERE WE CALLED THE
FAMILIES.
TYPICALLY WE FOUND FOR EVERY TWO
FAMILIES WE CALLED ONLY ONE
OPTED OUT.
THE OTHER WOULD NOT.
WE HAD A SCRIPT THEN WALK
THROUGH WITH THEM UPON WE WOULD
SAY SOMETHING TO THE EFFECT THAT
YOU ARE COMFORTABLE KEEPING THE
BUS BECAUSE WE SEE FROM THE DATA
THE CHILD HASN'T RIDDEN THE BUS
THIS YEAR.
MANY SAID YES WE NEED THE BUS
FOR A EMERGENCY OR I CAN'T GET
THEM TO SCHOOL.
IN SOME CASES WHAT WE HEARD BACK
FROM THE FAMILIES IF I'M AFRAID
IF I OPT OUT I WON'T BE ABLE TO
OPT BACK.

IN SO I REFERRED TO THIS
EARLIER, MAYBE LEVERAGING THE
SUPPORT IF YOU WILL IN MAKING
SURE THE GENERAL PUBLIC KNOWS.
A THE COSTS WHAT IS WHEN THEY
DON'T OPT OUT.
OFTEN IT'S WHY OUR BUSES ARE NOT
AS FULL AS WE WOULD LIKE.
A SMALL COST -- BUT B WE WANT
THE PUBLIC TO KNOW THEY CAN OPT
BACK IN.
WE WILL DO THAT AS FAST AS WE
CAN.
>> 2200 IS NOT A SMALL NUMBER.
>> CORRECT.
>> DO YOU THINK THERE IS MORE --
DID YOU GET A LIST OF -- SO YOU
SAY 4400 ABOUT --
>> ABOUT.
>> -- PARENTS YOU CONTACTED.
2200 AND THE OTHER, THERE ARE A
LOT OF ROUTES WE'RE DEVISING AND
STOPS BASED ON POSSIBLY NO KIDS.
NOT NO KIDS BUT AT LEAST NOT
MANY KIDS.
IN SOME INSTANCES ZERO KIDS,
RIGHT.
>> CORRECTS.
>> THAT'S --
>> WE HAVE HAD CASES WHERE A BUS
HAS NO STUDENTS ONBOARD
WHATSOEVER.
WE ARE DOING WHATEVER WE CAN
THERE.
>> THAT'S A PROBLEM.
WE AS A BODY SHOULD CERTAINLY.
AND YOU CAN'T TAKE AWAY, YOU
CAN'T STOP THE BUS DRIVER FROM
STOPPING EVEN IF YOU'RE THREE
QUARTERS THROUGH THE YEAR AND
THE CHILD HAS NEVER APPEARED AT
A BUS STOP.
IS THAT WHAT I HEARD?
>> CORRECT.
>> WOW THAT'S A PROBLEM.
>> QUITE FRANKLY TO BE BLUNT THE
REASON BEING IF, IF THE DAY WE
STOP IS THE DAY THE FAMILY DOES
NEED IT AND WE'RE NOT THERE,
THAT'S A PROBLEM.
WE HAVE TO BE THERE TO SERVE THE
FAMILY.
>> YES, BUT AFTER SIX MONTHS
IT'S LIKE -- WELL, ANYWAYS.

SO, I WOULD THINK YOU'RE IN THE
RFP STAGE WITH A NEW PROVIDER
FOR JULY 1st.
IF THIS -- DID YOU SAY THE
CONTRACT EXPIRES THIS
JUNE 30th.
>> THE CONTRACT EXPIRES
JUNE 30th.
>> SINCE I HAVE BEEN ON THE BODY
WE HAVE FIRST STUDENT AND NOW
TRANS DEV.
>> YES.
THEY'RE ONE OF THE SAME.
THEY CHANGED THEIR NAME.
TRANS DEV IS PART OF THE GREATER
GROUP.
LOCALLY IT'S KNOWN AS TRANS DEV.
>> DO YOU KNOW HOW MANY ARE
APPLYING TO THE RFP AT THIS
POINT.
>> I DON'T.
>> COULD WE GET THAT
INFORMATION?
>> WE CAN FOLLOW-UP WITH THAT
PROCESS.
>> THEN FINALLY, YOU KNOW TO
ALSO PIGGY BACK OFF COUNSELOR
WU, WE TALKED ABOUT 150 OF THE
DRIVERS ON SOME FORM OF LEAVE.
I DON'T WANT TO QUESTION THAT.
THAT'S -- 574 ACTIVE DRIVERS.
THAT'S OVER 25% OF THE WORK
FORCE.
TO ME THAT IS HIGH.
I THINK WE SHOULD AGAIN, THAT'S
WITH THE PROVIDER I THINK WE
SHOULD LOOK AT.
AT THAT % OF THE WORK FORCE IN
THE CITY DIDN'T SHOW UP EVERY
DAY WE WOULD HAVE A REAL SERIOUS
PROBLEM.
THAT'S GOT TO BE A COST DRIVER.
YOU HAVE TO TRAIN PEOPLE AND
FIGURE OUT ROUTES AND THEY HAVE
TO LEARN THE ROUTES.
THAT'S SIGNIFICANT COST DRIVER.
I ALSO READ IN THE BELL TIME
QUESTIONNAIRE THAT IT'S 80,000
PER DRIVER CAN YOU WALK ME
THROUGH ATYPICAL BUS DRIVER DAY
SCHEDULE.
WHAT HAPPENS?
HOW MANY ROUTES?
WHEN DO THEY COME BACK TO THE

YARD?

HOW LONG DO THEY HANG OUT BEFORE GOING BACK OUT.

>> I WILL DO THE BEST I CAN TO SPELL IS IT OUT.

A ROUTED BUS DRIVER, LET'S SAY.

THERE ARE TWO DIFFERENT CATEGORIES OF BUS DRIVERS.

THOSE THAT ARE CALLED STAND BY OR CITY WIDE DRIVERS.

THOSE ARE THE 133 WE BEGAN THE YEAR WITH.

THEY'RE THERE FOR BACK UP SKEFRBS.

>> ON CALL.

>> THEY'RE AT THE YARD.

THEY'RE NOT NECESSARILY ON CALL.

THOSE DRIVERS REPORT AT 5:00 A.M. EVERY DAY.

THEY ARE, IT MIGHT BE OFF BY 15 MINUTE INCREMENTS.

THEY'RE REQUIRED BY CONTRACT TO BE PAID A FLAT RATE IF THEY

DRIVE OR NOT IN THE MORNING.

THEN IN THE AFTERNOON THEY REPORT AGAIN AT ABOUT 12 PO,

SOMEWHERE AROUND THERE.

THEY'RE REQUIRED QUICK CONTRACT TO BE PAID TILL ABOUT 3:15 EVERY

DAY WHETHER THEY DRIVE OR NOT.

MANY CASES THEY DO DRIVE.

IF THEY PICK UP A ROUTE AT 6:00 THROUGH THE STAND BY BID EVERY MORNING.

EVERY GIVEN MORNING WE MAY HAVE A HUNDRED DRIVERS NOT THERE.

WE THEN NEED TO POST THOSE, NOT AWFUL THOSE --

>> A HUNDRED DRIVERS AGAIN THAT'S SIGNIFICANT PERCENTAGE EVERY DAY.

DOES THAT INCLUDE, THAT DOESN'T INCLUDE THE 150 OUT ON LEAVE?

>> THERE IS SOME OVERLAP. SOME IS INCLUDED IN THAT NUMBER.

I WOULD SAY IN TERMS OF DRIVERS NOT OUT THE DAY BEFORE IT'S A

SMALL NUMBER.

WHEN THEY'RE OUT THEY'RE OUT FOR A EXTENDED PERIOD OF TIME.

WE HAVE A NUMBER OF DRIVERS ABSENT.

THE ROUTES THAT THE DRIVERS RUN ARE THEN POSTED FORBID BY THE

STAND BY DRIVERS.
THIS HAPPENS EVERY MORNING AT I
BELIEVE 5:15 THEY BID ON THE
ROUTES.
IF THEY PICK UP A ROUTE FROM
6:00 TO 10:00 THEY'RE PAID THE
STAND BY RATE FROM 5:00 TO 6:00,
THEN THE RATE TO THE ROUTE UNTIL
10:00.
THEY'RE NOT DOUBLE PAID, IF YOU
WILL.
>> YES.
>> A STAND BY DRIVER COMES TO
THE YARD ABOUT 5:00.
>> IF THEY RUN A ROUTE THEY'RE
THERE UNTIL 10:00 A.M.
CONSIDER MOST OF THE SCHOOLS
LATEST START TIME IS 9:30.
MOST DRIVERS ARE BACK BY
TO 10:15.
THEN THEY HAVE A SPLIT SHIT.
A MORNING AND AN AFTERNOON
SHIFT.
FROM 10:15 TO 12:15 THEY'RE NOT
REQUIRED TO WORK.
IN SOME CASES THEY'RE AT THE BUS
YARD IN THE DRIVERS ROOM WITH
FRIENDS OR WHAT HAVE YOU.
AT 12:15 IT STARTS UP AGAIN.
IF THEY PICK UP A ROUTE THEY'RE
BACK WHEN THE ROUTE COMES TO A
CLOSE.
TRAFFIC IS FAR WORST IN THE
AFTERNOON FROM THE MORNING.
THE DISMISSAL TIMES ARE MORE
STAGGERED IN THE AFTERNOON YOU
MAY HAVE A DRIVER BEGINNING A PM
SHIFT AT 12:15 DOESN'T END UNTIL
5:45.
THAT DRIVE IS PAID FOR THE
MORNING AND AFTERNOON.
>> DOES THAT REQUIRE OVERTIME,
IT'S OVER 8 HOURS.
>> DEPENDS WHAT THEY HAVE FOR
THE WEEK.
>> OKAY IT'S A ROLLING AMOUNT
OVER 40 HOURS.
>>TO MY KNOWLEDGE YES THAT'S HOW
IT BREAKS DOWN.
>> OKAY.
THANK YOU AGAIN.
VERY ENLIGHTENING INFORMATION.
THAT I THINK ARE SOME OF THE
COST DRIVERS TOO.

IF WE CONTINUE TO HAVE STOPS
WHERE NOBODY IS AT OR WE'RE
PROVIDING SERVICES FOR NON
EXISTING STUDENTS THAT IS A
PROBLEM.

TO THE TUNE OF THOUSANDS.
AGAIN I THINK THE BUS DRIVER
ISSUE.

I'M NOT PICKING ON THE BUS
DRIVER, THAT TO ME AT THAT %
ALMOST NO SHOW RATE IS EXTREME.
IT MUST DRIVE COSTS IN SOME FORM
OR FASHION.

THANK YOU.

>> HUH-UH.

>> THANK YOU, COUNSELOR
PRESSLEY.

>> THANK YOU, MADAM CHAIR.

THANK YOU FOR THE HEARING.
THANK YOU THE BOTH OF YOU FOR
WHAT YOU DO EVERY DAY AND YOUR
WILLINGNESS TO HAVE THE TOUGH
CONVERSATIONS AND ALWAYS BEING
SO ACCESSIBLE AND RESPONSIVE.
WE APPRECIATE YOU BEING THERE
AND YOUR EYES AND WHAT YOU BRING
HAVING SERVED ON THE BODY AND
THE INSIGHT TO WHAT WE'RE
STRUGGLING WITH AS FISCAL
STEWARDS.

THANK YOU, BOTH.

ECHOING THE WORDS OF MY
COLLEAGUES THE PRESENTATION IS
VERY THOROUGH AND COMPREHENSIVE.
THANK YOU ALSO TO THEM FOR BEING
ROBUST WITH QUESTIONS AND I WILL
GO A DIFFERENT COURSE.

MANY OF THE QUESTIONS HAVE BEEN
ASKED AND ANSWERED.

WHEN I STEPPED OUT I MAY OF
MISSED YOUR PRESENTATION ON THIS
PARTICULAR CROSS TAB, PLEASE
FORGIVE ME IF YOU ARE BEING
REPETITIVE I WANT TO UNDERSTAND
MORE SPECIFICALLY.

WE'RE WORKING DILIGENTLY TO END
HOMELESSNESS.

HOUSING IS FIRST AND THE PLY
OATER WE'RE WORKING ON.

THAT BEING SAID WE KNOW A LOST
FAMILIES EXPERIENCE
HOMELESSNESS.

MOST ARE IN MOTELS OUTSIDE OF
THE CITY.

THEN HAVING TO, THEIR CHILDREN
HAVING TO BE BUSSED IN.
COULD YOU SPEAK SPECIFICALLY
FROM A TRANSPORTATION LENS HOW
THESE FUNDS, WHAT IS THE LINE
ITEM AND HOW DO WE MEET THE
NEEDS OF THIS POPULATION.
>> WHY DON'T HAVE I DO THIS, I
WILL SPEAK TO THE CONTEXT OF IT.
>> OKAY.

>> ED, WOULD YOU BE ABLE TO
SPEAK TO THE FINANCES OF THE
HOMELESS TRANSPORTATION
SERVICES?
SO, I WILL CALL DOWN ASSISTANT
DIRECTOR OF FINANCE AND
TRANSPORTATION.
ED, COME DOWN TO --
>> I HAVE OTHER QUESTION IT'S HE
WANTS A MOMENT.
WOULD THAT BE BETTER?
>> IT'S UP TO YOU.
>> OKAY.

GREAT.
I CAN SAY THERE WAS A CHANGE IN
LEGISLATION WITH TRANSPORTATION
OF HOMELESS STUDENTS, THOSE IN
TRANSITION.
IT HAS BEEN COSTLY FOR SCHOOL
DISTRICTS LIKE BOSTON.
WE SAW A SIGNIFICANT INCREASE
LAST YEAR, ANOTHER INCREASE THIS
YEAR.
THAT INCREASE IS NOT MENTIONED
IN THE SLIDES.
WE PLANNED TO IT FOR A CERTAIN
EXTENT IT OUT PACED OUR
PROJECTIONS FOR THIS.
THINK ED CAN RELATE THAT.
WE NEED TO DO WHAT WE'RE
REQUIRED TO DO BY LAW TO PROVIDE
SAFE AND RELIABLE TRANSACTION TRANSPORTATION
THOSE.
>> MIGHT I ADD THIS IS NOT,
FORGET ABOUT THE -- SITUATION
AND HOW AWFUL IT IS.
NONE OF THE FAMILIES WANT TO BE
DISCONNECTED FROM THE CITY
EITHER THIS.
IS TROUBLESOME.
THEY NORMALLY HAVE MORE THAN ONE
CHILD.
CHILD CARE, WORK SCHEDULES,
SCHOOL SCHEDULES FOR PH-LT

APPROXIMATELY CHILDREN AND
THEY'RE DISCONNECTED FROM
FAMILY. USUALLY THE DELIVERY OF
SERVICE SAYS THIS REQUIRE HOW DO
THEY ACCESS THEM NOT BEING IN A
CITY.

IT'S NOT A SITUATION THAT WORKS
FOR ANYONE.

YOU SAID YOU WOULDN'T SPECIFIC
SPECIFICALLY TO THE GROWTH IS.
WHILE WE'RE DEALING WITH INCOME
AND EQUALITY THAT IS WORSENING
IN A GROWING NUMBER OF FAMILIES
EXPERIENCING HOMELESSNESS I WANT
TO MAKE SURE FROM A FISCAL STAND
POINT WE HAVE THE RESOURCES WE
NEED NOT ONLY TO MEET WHAT WE
REQUIRE BY LAW BUT THE UNIQUE
NEEDS OF THE POPULATION.

>> WE DO.

WE DO PROVIDE SERVICES THEY
NEED.

WE'RE PROUD OF.

THAT.

>> YOU SAY THE NUMBER HAS GROWN.

>> YES.

>> THANK YOU.

>> THE TOTAL NUMBER OF STUDENTS
WE PROVIDE, I DON'T HAVE THE
SPECIFICS ON THIS YEAR.

THERE WAS STATE LAW CHANGE LAST
YEAR TO THIS YEAR THAT HURT US
FINANCIALLY A BIT.

WE KNEW IT WAS COMING.

WE BEEFED UP THE BUDGET.

FINANCIALLY WE'RE ON TARGET TO
HIT BUDGET.

JUST BECAUSE WE PLANNED FOR IT
THE LAW CHANGED THAT HURTS US
FINANCIALLY ARE THE TYPES OF
STUDENTS THIS.

IS ONE PLACE WE'RE ABLE TO CROSS
SHARE WITH THE DISTRICTS WHERE
THE STUDENTS HAVE MOVED TO AND
ARE COMING BACK FROM.

>> ARE YOU NOT ABLE TO PROVIDE
THE NUMBER HERE BUT YOU HAVE IT.

>> YES.

>> IF WE DON'T HAVE A
APPROXIMATE NUMBER OF STUDENTS
EXPERIENCING HOMELESSNESS AND
TRANSPORTING I'M NOT SURE HOW WE
CAN MEET THEIR NEEDS.

>> WE HAVE THE NUMBER.

I DON'T HAVE IT OFF THE TOP OF MY HEAD.
>> YOU CAN GET IT TO MIEST AND COUNSELOR ESSAIBI GEORGE.
>> DO YOU KNOW THE COST FROM THE TOTAL TRANSPORTATION BUDGET.
>> ABOUT SIX MILLION DOLLARS.
>> WHAT'S THE GUESS ON HOW MANY STUDENTS ARE MOVED IN THAT.
>> THINK IT'S IN THE 4000 RANGE.
>> I WOULD SAY MAYBE ADD TO THIS WHEN WE HAD ABOUT 400 STUDENTS LAST YEAR, ABOUT 5 MILLION. SO I THINK THAT MAKES, THAT NUMBER MAKES SOME SENSE. IF YOU GET US THE EXACT THAT WOULD BE GREAT.
>> YES.
>> THANK YOU, ED.
>> WE KNOW THE MAYOR LAST YEAR AND THIS YEAR MADE A COMMITMENT FOR FUNDING OF HOMELESS AND BPS STUDENTS OUTSIDE OF TRANSPORTATION. WE CAN GET THAT FOR YOU AS WELL. WHAT WE DID LAST YEAR AND CURRENTLY BEFORE SCHOOL COMMITTEE NOW.
>> AND A COUPLE OF OTHER QUESTIONS AFPLT APPRECIATE THE LINE OF QUESTIONING AROUND THE LINE OF OPT OUTS AND WHAT THAT LINE LOOKS LIKE. I WAS CURIOUS DO YOU HAVE THE DATA FOR THE FAMILIES OPTING OUT. HOW THE CHILDREN ARE NOW GETTING TO SCHOOL.
>> IN ALMOST ALL CASES THOSE FAMILIES PROVIDING THE TRANSPORTATION THEMSELVES.
>> ON THEIR OWN.
>> OKAY.
I WAS CURIOUS ABOUT TWO THINGS. ONE WHILE WE'RE MAKING THIS FORMIDABLE INVESTMENT AND KEEPING THE VEHICLES ON THE ROAD JUST TRYING TO GAUGE ARE CHILDREN ARRIVING TO SCHOOL ON TIME. WHICH IS MORE EFFICIENT AND RELIABLE HERE ARE. WE FINDING THE BUSES ARE ARRIVING ONE TIME WITH NO LOSS

OF CLASSROOM TIME?
CURIOUS WITH THE GRIDLOCK.
NOT SURE IF THE BUSS HAVE GPSF
THEY CAN RECALIBRATE ROUTES OR
HAVE TO HONOR WHAT HAS BEEN LAID
OUT.
ARE KIDS GETTING TO SCHOOL ON
TIME.
>> YES FORKS THIS YEAR OUR ON
TIME PERCENTAGE IS ABOUT 90%.
OVER THE LAST FEW MONTHS IT'S
BEEN 89% TO 93% TYPICALLY DAY TO
DAY.
WHAT WE SEE IN THE MORNING IS
THE SAME FOR THE AFTERNOON.
THE RATE APPLIES FOR MORNING AND
AFTERNOON.
LAST YEAR THE AVERAGE FOR THE
YEAR WAS 9%.
WE STARTED LOWER THIS YEAR FROM
LAST YEAR BECAUSE OF TRAFFIC AND
OTHER FACTORS WE HAVE OUT PACED
LAST YEAR OVER LAST FOUR MONTHS
FOR ON TIME PERCENTAGE.
>> WONDERFUL.
I'M CURIOUS ARE THEIR GEOGRAPHIC
TRENDS FOR THE OPTING OUT OF
FOLKS?
IS THAT SOME NEIGHBORHOODS MORE
THAN OTHERS OR ACROSS THE
DISTRICT?
>> I WOULD LIKE TO TAKE A LOOK
AT THAT AND GET BACK TO YOU.
I DON'T HAVE THE DATA BY
GEOGRAPHY.
I'M SURE WE HAVE THAT WE TRAFFIC
DATA FOR EVERYTHING IN
TRANSPORTATION AND CAN FIGURE
THAT OUT.
>> THAT'S ALL FOR ME.
>> THANK YOU, COUNSELOR.
COUNSELOR McCARTHY.
LAST BUT NOT LEAST.
>> I SAVED MYSELF.
>> ALRIGHT.
I JUST HAVE A COUPLE MUCH MAINLY
THE OPERATIONS ASPECTS.
I THINK WE POUNDED THE BUDGET
WITH MY COLLEAGUES FOR ME YOU
TALKED ABOUT THE OPT OUT
SERVICES.
WE'RE TALKING ABOUT NEXT YEAR
HAVING A BRAND NEW CONTRACT AND
RFP.

SOMETHING I HAVE TALKED ABOUT
FOR FOUR YEARS ARE SMALLER BUS
BUSES, VANS.
SAVING FUEL, THE ENVIRONMENT,
HELPING TRAFFIC AND I THINK
THEY'RE SAVER FOR THE KIDS.
WHEN I DRIVE DOWN COLUMBIA ROAD
OR HIGH PARK AVE THEY'RE
BOUNCING AROUND IN THE BUS AND
EVERYTHING.
AS WE LOOK FOR THE NEXT CONTRACT
HAVE WE LOOKED INTO SMALLER
VANS?

>> NOT NECESSARILY SMALLER VANS.
SMALLER BUSES IF YOU WILL.
WE HAVE FOUR DIFFERENT BUSES WE
USE ON A REGULAR BASES.
WHEEL CHAIR BUSES.
THERE ARE MSs.
I'M SORRY THERE ARE Ms THAT
ARE MINI BUSES.
MINI BUSES TYPICALLY FIT NO MORE
THAN A DOZEN KIDS ON THEM.
THERE ARE HS BUSES.
THAT IS FOR HALF SIZE.
THAT HOLDS UP TO 30.
30 SMALL KIDS.
THREE TO A.

>> Sean: THEN THERE ARE FULL
BUSES.
YOU CAN FIT 70 STUDENTS.
-P 0 SMALL ELEMENTARY STUDENTS.
AND THE LAST, IN THE LAST YEAR
LIKELY GOING LONGER THAN THAT WE
HAVE TRIED TO CONCENTRATE BUS
PURCHASES IN THE HS CATEGORY.
THOSE ARE THE WORK HORSES OF THE
FLEET.
THE HALF SIZE BUSES.
SOME N. SOME CASES THE FULL SIZE
BUSES HAVE LIMB TAOEUGSS.
INCREASES AND DOOR TO DOOR
CONTINUE TO HAPPEN WE CAN'T PICK
UP THOSE STUDENTS WITH FULLt BY A FULLBUS.
THE HS GIVE US THE ABILITY TO
FILL UP A BUS AT A SMALLER
NUMBER OVERALL THAN A FULL SIZE
BUS BUT GIVE US FLEXIBILITY
OVERALL AND HA WE WILL BE DOING
WITH THOSE FULL SIZE BUSES.
AS IT RELATES TO COST THERE'S
VERY LITTLE COST DIFFERENCE
ACROSS ANY OF THE BUS
CATEGORIES.

IN ADDITION TO THAT, THEY WOULD BE LESS OF A COST DIFFERENCE IF LOOKING AT VANS RATHER THAN BUSES.

ADDITIONALLY IF WE LOOKED AT VANS WHICH WOULD HAVE TO BE CERTIFIED WHICH IS BASICALLY A STATE REGULATION WHICH THAT IN AND OF ITSELF IS NOT A PROBLEM. WE'RE SO SEVERELY LIMIT IN THE NUMBER OF STUDENTS ABLE TO PLACE IN THOSE ADVANTAGES THAT WOULD REQUIRE -- THOSE VANS.

COSTS ARE THE DRIVERS, THE WAGES, BENEFITS AND FUEL TO A CERTAIN EXTENT.

WHILE THERE WOULD BE A LESSER FUEL COST ON A SMALL VEHICLE THAN A LARGER VEHICLE, THAT COST DIFFERENCE ISN'T AS LARGE TO OFFSET THE NUMBER OF ADDITIONAL VEHICLES IF YOU WENT SLOWLY TO A SMALL VEHICLE FLEET IF THAT MAYBES SENSES.

IN TERMS OF BEING ENVIRONMENTALLY CONSCIOUS IS THAT OUR LAST ROUND OF BUS PURCHASES FOR THE LAST TWO YEARS HAVE BEEN PROPANE VEHICLES. WE'VE BECOME A NATION LEADER IN TERM OF OVERTURNING OUR FLEET TO MAKE SURE WE CAN CONTINUE TO MOVE TOWARD SOLELY PROPANE-POWERED SCHOOL BUSES WHICH I DON'T BELIEVE ANY OTHER SCHOOL DIRECT HAS QUITE YET. WE'RE NOT THERE EITHER QUITE FRANKLY BUT WE'RE MAKING SIGNIFICANT PROGRESS. THOSE ARE MUCH MUCH SAFER THAN THE ENVIRONMENT FOR THE DIESEL POWERED SCHOOL BUSES THAT DPS AND OTHER SCHOOLS HAVE PROVIDED FOREVER.

>> AS YOU EXPLAIN THAT, I UNDERSTAND YOUR EXPLANATION. BUT I DON'T, I DON'T BELIEVE THE NUMBERS WORK BECAUSE I PASS BUSES ALL DAY LONG COMING INTO WORK, COMING HOME FROM WORK, GOING BACK INTO MY DISTRICT, WHATEVER.

I HAVE NEVER SEEN A FULL SIZE BUS FULL UNLESS THEY ARE GOING

TO A FOOTBALL GAME OR SOME KIND OF SPORTING EVENT OR FULL WITH A BAND.

SO WHEN YOU SAY WE HAVE FULL SIZE BUSES, WE'D HAVE TO HIRE MORE, I DON'T KNOW IF THOSE NUMBERS WORK.

I'M NOT, YOU KNOW, I UNDERSTAND YOUR EXPLANATION BUT ONE OF OUR BIGGEST COMPLAINTS THAT WE RECEIVE IS TRAFFIC.

TRAFFIC CONGESTION.

WHEN I'M COMING INTO WORK OR COMING HOME FROM WORK AND YOU'RE ON HYDE PARK AVENUE OR COLUMBIA ROAD AND STOPS TRAFFIC OR BACKS UP.

I CONTINUE TO THINK IF WE CAN HAVE PICK UPS OFF OF MAIN DRAGS WE ELIMINATE A LOT OF THAT.

I KNOW IT'S DIFFERENT IN SOME SPOTS.

WE HAVE BUSES STOPPING EVERY 300 235E9 AND THEY ARE FLIPPING OUT THE STOP SIGN AND SWINGING OUT THEIR ARM AND TRAFFIC CONTINUES TO BACK UP.

WHEN I LOOK AT A 15-PASSENGER VAN FOR INSTANCE, WHEN THAT LIGHT TURNS GREEN AND THEY HIT THE GAS PEDAL, OFF THEY GO.

IT'S REGULAR GAS.

IT'S NOT DIESEL.

I KNOW WE'RE GOING TO PROTAIN WHICH IS FANTASTIC.

BUT I JUST DON'T KNOW IF THE NUMBERS WORK.

I GUESS THE QUESTION I HAVE AND YOU PROBABLY DON'T HAVE THIS ANSWER HERE, HOW MANY FULL SIZE BUSES DO WE HAVE AND WHAT'S THE AVERAGE RIDERSHIP OF THOSE BUSES.

>> I DON'T HAVE THAT.

>> I FIGURE YOU WOULDN'T.

>> WE CAN GET THAT TO YOU BUT ONE THIN WE TALKED ABOUT PREVIOUSLY AND I APOLOGIZE, THIS HAPPENED BEFORE YOU CAME INTO THE CHAMBER.

IT'S TOTALLY FINE.

I THINK IT SPEAK TO THE QUESTION YOU'RE ASKING.

WE CONDUCTED A STUDY EARLIER

THIS YEAR.
I THINK 10 OR 12 BUSES THAT ARE
FULL.
THEY ARE FULL BY THE TIME THEY
GET TO THE SCHOOL.
THESE AREN'T FULL BUSES BY THE
WAY, BIG BUSES.
SOME OF THEM ARE SMALLER BUSES
BUT THEY'RE ALL FULL BY THE TIME
THEY GET TO THE SCHOOL.
WE FOUND THAT BECAUSE OF THE
AMOUNT OF TIME THAT THE BUSES
ARE EMPTY WHICH MEANS AFTER THE
BUS YARD BEFORE THEY GET TO
THEIR FIRST STOP OR AFTER THEY
LEAVE THE FIRST SCHOOL BUT
BEFORE THEY GET TO THE FIRST
STOP OF THE SECOND SCHOOL THE
BUSES ARE GOING TO BE EMPTY.
BECAUSE THATST MAKE UP OVER TIME
A SIGNIFICANT AMOUNT OF TIME
EVERY MORNING FOR THAT BUS ROUTE
AND BECAUSE IT TAKES TIME TO RUN
THE WHOLE ROUTE.
YOU'RE NEVER ACTUALLY SEEING THE
BUS FULL UNLESS YOU HAPPEN TO
CATCH IT FOR THE SMALL AMOUNT OF
TIME AFTER THE LAST STOP BEFORE
IT GETS TO THE SCHOOL.
>> WHEN WE SAY A BUS IS FULL,
LET'S SAY YOU'RE LEAVING
WHATEVER SCHOOL.
MAKE UP A SCHOOL.
YOU'RE LEAVING A SCHOOL.
IF I WOULD ASK PRINCIPALS FOR
THE ROSTERS OF HOW MANY KIDS
ACTUALLY GET ON THAT BUS, I
DON'T THINK ANYBODY WOULD SAY
FULL.
I DON'T THINK THEY WOULD SAY
FULLN'T IF THE OPT-OUT STUDENTS
WHO AREN'T ON THE BUS BUT WON'T
OPT OUT, IF YOU CONSIDER THEM A
PERSON ON THAT BUS.
I'VE BEEN AT SCHOOLS.
I'VE NEVER SEEN ONE EVER, EVER.
NOT EVEN CLOSE TO CAPACITY.
WHAT I WOULD SUGGEST THAT MAYBE
IF WE TAKE THE CONVERSATION OFF
LINE, I'M HAPPY TO SIT DOWN AND
TALK TO YOU AT LENGTH ABOUT
THIS.
IN FACT ONE OF THE PROBLEMS
WE'VE HAD THIS YEAR PARTLY

BECAUSE OF THE RISE IN BUS MONITORS IS BUSES THAT WERE YOUR FULL QUITE FRANKLY.

BEING HONEST WHERE WE HAD TO SPLIT A ROUTE BECAUSE ONCE YOU'RE ADDING IN ONE OR TWO OR THREE MONITORS TO A BUS NOW YOU CAN'T FIT ANYONE ON THAT BUS ANYMORE.

YOU CAN SPLIT THAT ROUTE. THAT'S ACTUALLY BEEN MORE COMMON THIS YEAR THAN IN PAST YEARS.

>> IS THAT MIDDLE SCHOOL OR DPRARM SCHOOL.

DPRARM -- GRAMMAR SCHOOL.

>> THAT COULD BE ANY KIND OF SCHOOL FRANKLY.

STUDENTS THAT REQUIRE BUS MONITORS ON A TIP.

TYPICALLY FOR AN HS BUS THAT FITS UP TO 30 STUDENTS.

WE TRY TO CAP IT AT 24 TO 27 TO PROVIDE A LITTLE BIT OF FLEXIBILITY.

WE DO HAVE QUITE A FEW BUSES ACROSS THE DISTRICT THAT DO THAT.

ONE NOTE IS THAT YES FROM TIME TO TIME YOU MIGHT SEE A FULL BUS WITH A SMALL NUMBER OF KIDS ON BOARD.

IT LOOKS GRAVELY INEFFICIENT BECAUSE IT'S SUCH A LARGE BUS. AGAIN POINT ONE, THE COSTS ARE RELATIVELY CONSISTENT WHETHER IT'S A FULL BUS OR A SMALL BUS. IT LOOKS BAD BUT THE COSTS ARE THE SAME.

POINT TWO AND THIS IS VERY IMPORTANT IN MANY CASES THOSE FULL BUSES ARE RELATIVELY FULL ON A TRIP PRIOR TO THAT OR ON A TRIP AFTER THAT.

WE'RE USING THAT TRIP WHICH COULD BE SEEN AS AN INEFFICIENT TRIP IN AN VACUUM.

WE'RE USING THAT TO GET FROM POINT A TO POINT B BECAUSE IT'S FULL WHEN IT GETS TO POINT A. IT'S GOING TO BE FULL AFTER IT LEAVES POINT B.

AND WHAT'S THE BEST WAY TO SERVE THE SMALL NUMBER OF KIDS BETWEEN THE TWO?

LET'S JUST GET THAT FULL BUS AND
RUN THAT ROUTE WITH THAT FULL
BUS EVEN THOUGH IT'S NOT GOING
TO BE EFFICIENT FROM A SINGLE
BUS PERSPECTIVE BUT ON A SYSTEM
PERSPECTIVE IT IS A MORE
EFFICIENT MOVE, IF THAT MAKES
SENSE.

>> I SEE WHAT YOU'RE SAYING.
I REALLY DO.

I JUST YOU KNOW, I THINK WHEN WE
TALK ABOUT COST, THOUGH, WE ALSO
NEED TO TALK ABOUT ENVIRONMENTAL
COST, TRANSPORTATION COSTS AS
FAR AS WHAT IT DOES TO A SMALL
BUSINESS, WHAT ITST TO THE
ECONOMY IN BOSTON.

PEOPLE ARE SAYING TO ME I CAN'T,
I DON'T WANT TO GO INTO THIS
MAIN STREET BUSINESS BECAUSE
TRAFFIC IS AWFUL AT THESE
CERTAIN AMOUNT OF TIMES.

SO THAT LEADS ME RIGHT INTO MY
OTHER QUESTION.

HOW MANY BUS YARDS DO WE HAVE?

>> FOUR.

>> SO WE HAVE FOUR.

AND THE BIGGEST ONE IS IN REVO.
YOU KNOW WHAT I'M GOING RIGHT.
WE'VE GOT TO MOVE THAT BUS.
IF WE TALK ABOUT COSTS AND
INEFFICIENCIES.

LIKE LITERALLY, HE'S NOT EVEN A
GOFERL AND COULD HIT A GOLF BALL
FROM THAT BUS SHOT.

IT'S THE MOST INEFFICIENT YOU
COULD POSSIBLY HAVE.

YOU CAN'T GET FURTHER AWAY FROM
BOSTON PUBLIC SCHOOLS THAN
[INDISCERNIBLE] AND MY THOUGHT
HAS BEEN CONTINUALLY AS A PERSON
WHO HAS BEEN IN OPERATIONS FOR
PROBABLY MORE THAN HALF OF MY
CAREER IS WE DON'T NEED TO
NECESSARILY HAVE THOUGH BUSES
STORED IN BOSTON TO BE HONEST
WITH YOU.

WE CAN HAVE THOSE BUSES STORED
IN SURROUNDING COMMUNITIES AND
HAVE THEM COME IN.

WE CAN BUILD, MAKE THAT MORE
USEFUL BECAUSE I LOOK AT THE BUS
YARD IN READVILLE THERE'S GOT TO
BE 300 BUSES THERE, BALLPARK.

>> I DON'T KNOW.
>> IT'S A LOT.
IN THE MORNINGS, IT'S JUST A SEA
OF YELLOW COMING OUT RIGHT DOWN
HYDE PARK.
IT JUST BUS AFTER BUS.
IT'S UNBELIEVABLE HOW MANY BUSES
THEY ARE.
I LOOK AT THE ECONOMIC IMPACT
THAT HAS ON HYDE PARK.
IT'S A NEGATIVE.
IT'S A HUGE NEGATIVE BECAUSE YOU
HAVE ALL OF THE BUS DRIVERS
DRIVING TO THE YARD WHICH IS A
TRIP BLOCKING TRAFFIC.
THEN THEY GET INTO THE BUSES
THEY LEAVE.
THERE'S A TRIP.
THEN THEY COME BACK FOR 10:00,
11:00.
THAT'S A TRIP.
A LOT OF THEM DON'T STAY IN THE
DRIVER'S THING THEY LEAVE BUT
THEY GO HOME.
THEY DON'T GO TO ANY OF THE
STRAWNL OR ANY OF THE STORES.
THEY COME BACK.
THERE'S ANOTHER TRIP, THEN THEY
LEAVE AND COME BACK.
THAT'S WHY THE BIGGEST COMPLAINT
I GET IN MY DISTRICT ESPECIALLY
SPECIFICALLY HYDE PARK IN
ROSLINDALE AND WASHINGTON STREET
IS TRAFFIC CONGESTION.
I WOULD ARGUE THAT DURING RUSH
HOW, THAT'S ALL THE TIME NOW BUT
THE OLD SCHOOL RUSH HOW 6:00 TO
THE:00 AND CERTAINLY FROM 4:00
TO :00 MY DISTRICT IS SO
CONGESTED BECAUSE OF BUSES THAT
IT'S CHOKING SOME OF OUR SMALL
BUSINESSES.
AS WE LOOK FORWARD I WOULD LIKE
TO SEE US LOOK AT MAYBE
DISPLACING THOSE BUSES.
MAYBE SEVEN YARDS IS BETTER THAN
FOUR OR EIGHT YARDS IS BETTER
THAN FOUR BUT CERTAINLY THAT'S
AN ARGUMENT I COULD CERTAINLY
MAKE.
>> I THINK THE BEST WAY FOR ME
TO ANSWER SOME OF THAT IS
BECAUSE THE COSTS PER BUS YARD,
THOSE SIX COSTS, THE OVERHEAD

COSTS AND WHATEVER ELSE WE HAVE TO BEAR THROUGH OUR LEASES, AND IT'S REQUIRED AT OUR BUS YARDS THROUGH THE DISPATCH, THE MANAGEMENT OF THE BUS YARDS AND SO AND SO.

BECAUSE WE HAVE SOME BENEFITS YOU'RE RELATING YOU MIGHT HAVE SOME VERY SIGNIFICANT NEGATIVES IN TERMS OF INCREASE COSTS. IF WE MOVE THE BUS YARDS OUTSIDE OF BOSTON, YOU WOULD LIKELY INCREASE COSTS FURTHER BECAUSE THEN YOU WOULD BE INCREASING WHAT'S CALLED DEADHEAD TIME WHICH IS THE AMOUNT OF TIME THAT IT TAKES FOR THE BUS TO GO WHEN IT STARTS TO WHEN IT BEGINS ROUTE.

I HEAR THE POINT READVILLE IS ESSENTIALLY IN THE CITY I TOTALLY ANSWER THAT. YOU HAVE THAT AT THE CHARLESTOWN BUS YARD AS WELL ON THE FRINGES OF CHARLESTOWN.

UNFORTUNATELY IT'S LESS LIKELY WE'RE ABLE TO MOVE THE BUS YARD CLOSER TO THE CITY BECAUSE IT'S SO HIGH RIGHT NOW TO MAKE IT IMPOSSIBLE FOR US TO A SEE BUS YARD IN THE INTERIOR OF CITY OTHER THAN THE ONE WE ALREADY HAVE ON THE KOARCH OF WASHINGTON.

CERTAINLY THE POINT IS WELL TAKEN.

IT'S SOMETHING WE CAN EXPLORE. I THINK IN TERMS OF COST BENEFIT, YOU'RE LIKELY TO FIND IT'S LESS COSTLY TO OPERATE FEWER BUS YARDS THAN TO OPERATE MORE.

WE CAN EXPLORE FOR SURE.

>> OKAY.

>> THANK YOU.

THANK YOU AGAIN FOR BEING HERE AND SO THOUGHTFUL AND IN-DEPTH WITH YOUR RESPONSES.

I HAVE A FEW QUESTIONS MYSELF. IF WE, IF STUDENTS WERE RECEIVING DOOR TO DOOR SERVICES, IF THEY HAVE A ONE-ON-ONE PARA IN THE CLASSROOM, THEY'LL HAVE THAT SAME A ONE-ON-ONE MONITOR

ON THE BUS?

>> TYPICALLY I DON'T BELIEVE THAT'S ALWAYS THE CASE BUT TYPICALLY YOU WOULD LIKE SEE THAT.

>> IS IT EVER THE SAME PERSON OR COULD IT BE THE SAME PERSON BECAUSE I SEE WE WOULD BE PAYING FOR TWO IF THEY HAVE THE PARA IN THE CLASSROOM AND ONE ON THE BUS.

>> IT'S VERY RARELY THE SAME PERSON.

HOWEVER IF WE HAPPEN TO HAVE A SHORTAGE IN MONITORS ON A GIVEN DAY THE ONE PARA AT THE SCHOOL WOULD VOLUNTEER TO RIDE HOME ON THE BUS TO ACT AS THAT BUS MONITOR.

>> WHAT WOULD HAPPEN IN THE MORNING?

>> IN THE MORNING, WE HAVE LESS OF A CHALLENGE IN THAT IN TERMS OF COVERAGE IN THE MORE THAN AS FAR AS I'M AWARE.

>> BUT SOMETIME THE PARA AT THE SCHOOL WILL HOP ON.

>> YES IS IF ABSOLUTELY NECESSARY ONE AT THE SCHOOL. DOESN'T ALWAYS HAVE TO BE THE PARA BUT SOME OF THE SCHOOL MIGHT HOP ON.

COULD BE THE SCHOOL SEPARATOR, THE PARENT.

>> DO YOU HAVE ANY DOOR TO DOOR STUDENTS, WE HAVE THESE KIDS THAT HAVEN'T OPTED OUT BUT SAY THEY WANT TO STAY ON THE BUS.

DO WE HAVE ANY DOOR TO DOOR STUDENTS THAT HAVEN'T OPTED OUT BUT DON'T RIDE THE BUS?

>> YES.
SOME CERTAINLY.

>> WHAT'S THE NUMBER THERE.
BECAUSE THAT'S A SIGNIFICANT NUMBER.

SO MANY OF THE SHORTER BUSES AND THE WHEELCHAIR BUSES OFTEN HAVE ONLY ONE OR TWO STUDENTS ON THEM.

IS THAT AN ACCURATE STATEMENT?

>> I WOULDN'T SAY A MAJORITY OF THOSE BUSES ONLY HAVE ONE TWO STUDENTS.

THEY HAVE FEWER BECAUSE THEY CAN FIT FEWER.

IT'S LIKELY THEY HAVE AT LEAST A FEW MORE THAN ONE OR TWO ON THEM.

I DON'T HAVE THE RIDERSHIP PER BUS TYPE IN FRONT OF ME.

>> WE DO HAVE BUSES THAT ARE SHOWING UP AT EITHER DOOR TO DOOR OR AT A CORNER TO PICK UP A CHILD WITH NOBODY THERE.

>> CORRECT.

>> THEY MAY ALSO HAVE A MONITOR OR A PARA ON THE BUS THAT IS ALSO SERVICING THEIR CHILD BECAUSE IT'S PART OF THEIR IEP.

>> FEWER CASES BUT YES THAT'S LIKELY TO BE THE CASE AS WELL.

>> OKAY.

WHAT MAKES A BUS LATE?

WHAT CONSTITUTES A LATE BUS?

SCHOOL STARTS AT 9:30.

THE BUS PULLS UP AT 9:31 OR 9:32

BUT THE DOORS ARE STILL OPEN.

THAT'S NOT CONSIDERED LATE?

OR WOULD IT BE?

>> THAT'S CONSIDERED LATE.

IF THE SCHOOL STARTS AT 9:30 AND

THE BUS SHOWS UP AT 9:31 2E7B

THE BUS -- THEN THE BUS IS LATE

JUDICIAL HOW DOES THAT GET

TOWMENT.

>> WE TRACK ON TIME PERCENTAGE

ON A DAILY BASIS.

>> IS IT THROUGH GPS OR

MANUALLY.

>> THROUGH GP.

THE DRIVER'S CONTRACT CONSTRAINS

OUR ABILITY TO USE GPS FOR

CERTAIN THING BUT WE USE GPS ON

A REGULAR BASIS TO TRACK

PERFORMANCE.

>> DO WE HAVE INFORMATION ON

WHAT, HOW MANY BUSES ARE MORE

CHRONICALLY LATE THAN OTHERS?

SO IT'S NOT THE ONE OFF BUS, IT

JUST HAPPENS TO BE LATE TODAY

BUT THE SAME BUS THAT

CONTINUALLY IS LATE TO SCHOOL

OVER DAY?

>> WE DO AND THOSE ARE BUSES

THAT THE TRANSPORTATION TEAM

FOCUS ALL OF THEIR ENERGY ON DAY

AFTER DAY AFTER DAY TRY TO FIX

THOSE THROUGH PROBLEMS THAT MAY
HAVE COME UP.

WHAT I CAN SAY IS I BELIEVE THE
LAST TIME I LOOKED AT THE DATA
FOR THIS, 91% OF OUR BUSES WERE
SHOWING UP ON DIME.

97% WERE SHOWING UP WITHIN 30
MINUTES AND 99% WERE SHOWING UP
WITHIN 45 MINUTES.

>> OF THE LATE BUSES.

>> ON TIME.

>> WHICH IS THE MOST EGREGIOUS.

>> 99% OF OUR BUSES ARE SHOWING
UP WITHIN 45 MINUTES OF OUR
TIME.

1% OF OUR BUSES WERE NOT AND
THOSE ARE THE BUSES WE'RE
FOCUSING ON.

ANY BUS THAT'S CHRONICALLY LATE
NO MATTER HOW MANY MINUTES WE'RE
WORKING TO ADDRESS THOSE FOR
SURE.

THAT DATA I'M USING OFF THE TOP
OF MY HEAD.

I MIGHT BE OFF.

>> THAT WOULD BE INTERESTING
JUST TO UNDERSTAND HOW LATE MOST
OF OUR BUSES ACTUALLY ARE.

SO THE OUTLIERS UNDERSTANDING
AND HOPING THAT YOU GUYS ARE
FOCUSED ON WHICH I DON'T DOUBT
THAT YOU ARE.

>> THE VAST MAJORITY THAT ARE
LATE ARE LATE WITHIN FIVE MINUTE
OF THE BELL, MAYBE TEN MINUTES
OF THE BELL TIMES.

>> YOU SPEAK ABOUT THOSE TEN OR
12 BUSES THAT YOU LOOKED AT THAT
WERE AT FULL CAPACITY.

HOW MANY BUSES OR WHAT'S THE
PERCENTAGE OF RUNS THAT ARE AT
FULL OR NEAR FULL CAPACITY?
CAPACITY -- CAPACITY.

>> KROF THAT.

I DON'T HAVE THAT.>> OF THE 1500 RUNS THAT HAPPEN.

>> JUST REMEMBER WE'LL FRAME
THIS WHEN WE SENT THE DATA BUT
REMEMBER TOO YOU'D NEVER EXPECT
THAT NUMBER TO BE A HUNDRED
PERCENT NOR WOULD YOU EXPECT IT
TO BE CLOSE TO A HUNDRED
PERCENT.

IF IT IS THEN THAT MEANS YOU
HAVE FAR MORE BUSES ON THE ROAD

THAN WHAT YOU REALLY, YOU LIKELY HAVE MORE BUSES ON THE ROAD THAN YOU NEED OR YOU'RE TAKING MUCH LONGER TO RIDE THE TRIPS THAN YOU NEED BECAUSE AS I MENTIONED BEFORE YOU MIGHT HAVE A BUS THAT'S FULL FOR 7:30 AND MIGHT BE FULL AGAIN WHEN IT GETS TO A 9:30 BUT MIGHT NOT BE ANYWHERE NEAR CLOSE TO SCHOOL FOR THE 9:30 BUT IT'S A MORE EFFICIENT USE OF RESOURCES TO DO THAT.

>> HOW ABOUT HAVING FAMILIES OPT IN FOR TRANSPORTATION RATHER THAN OPT OUT.

>> IT'S SOMETHING WE LOOKED AT OTHER SCHOOLS IN THE COUNTRY INCLUDING SAN FRANCISCO EVEN PHILADELPHIA IF I REMEMBER CORRECTLY HAVE THAT STRATEGY IF PLACE.

IT'S SOMETHING THEY'VE EXPLORED IN THE PAST FOR SURE.

>> THEN WHAT'S KEEPING US FROM GOING TO THAT?

BECAUSE THAT MIGHT TAKE CARE OF A MUCH LARGER NUMBER CLOSE TO THE 44%.

>> AGAIN, I DON'T WANT SOMEONE TO LEAVE THE ROOM AND QUOTE ME AT THIS AND SAY THIS IS ABSOLUTELY SOMETHING THAT THE DIRECT IS GOING TO DO BECAUSE WE WOULD NEED TO WORK THROUGH A IS HE VERY SOPHISTICATED CHANGE AND PROCESS TO ROLL THAT OUT AND EDUCATE THE GENERAL PUBLIC. WE HAD AGAIN AN EXTENSIVE OPT OUT CAMPAIGN THIS PAST YEAR WE MIGHT RATCHET THAT UP IN THE NEXT YEAR OR TOO AND THAT MIGHT MORPH TO OPTING IN RATHER THAN OPTING OUT BUT I CAN'T SPEAK TO EXACT TIME FRAME.

AGAIN WE NEED TO MAKE SURE THAT'S LEAD WITH COMMUNITY ENGAGEMENT IF THIS WERE TO HAPPEN.

>> THE PURPOSE OF THIS HEARING WAS TO UNDERSTAND ANY POTENTIAL SAVINGS OR COST OVERRUNS ON THE BUDGET ESPECIALLY IF YOU PREPARE ON THE NEXT SUBJECT TO UNDERSTAND WHERE WE ARE TRULY

WITH THE DOLLARS.
WHY WOULDN'T BE IN THE LAST
FISCAL YEAR 18 BUDGET PROPOSAL
THAT WE HAD A YEAR AGO, WHY
WOULDN'T BE HAVE INCLUDED OR YOU
HAVE INCLUDED THE EXCEPTION
TIMES OR THE STAND BY DRIVER,
THE EXPENSES ASSOCIATED WITH
THOSE TWO CATEGORIES?

>> IN TERMS OF EXCEPTION TIME,
THAT WAS ANTICIPATED.

THAT WAS LARGELY BECAUSE OF AN
INCREASE IN TRAFFIC THAT WE
HAVEN'T PROJECTED.

IN ADDITION TO AN INCREASE IN
OTHER BEHAVIORS, IF YOU WILL,
THAT WE'VE TAKEN SOME EFFORTS TO
ADDRESS DURING THE COURSE OF
THIS YEAR.

SO IT WAS NOT SOMETHING THAT WE
COULD HAVE FORECAST LAST YEAR
AND DID NOT FORECAST ANYWAY HOW.
FOR STAND BY DRIVERS, THAT WAS
SOMETHING, THAT WAS A DECISION
THAT WE MADE RELATIVELY LATE
GOING INTO THE SCHOOL YEAR AFTER
THE BUDGET THAT HAD ALREADY BEEN
PUT INTO PLACE.

WE WANT TO MAKE SURE WE TOOK
SOME EXTRA PRECAUTIONS TO MAKE
SURE WE HAD ENOUGH DRIVERS TO
COVER ANY PROBLEMS THAT MIGHT
ARISE FROM THE NEW INNOVATIVE
WORK WE WERE DOING WITH OUR ROOT
RADICULOPATHYIONS.

>> WILL WE SEE SOME OF THOSE
DOLLARS AMOUNTS IN THE UPCOMING
FY19 PROPOSAL.

>> I WOULD LIKE TO PROPOSE A
STAND BY RATE THAT'S MUCH MORE
IN LINE WITH LAST YEAR'S STAND
BY RATE.

IT COULD BE LOWER OR SLIGHTLY
HIGHER BUT CERTAINLY LOWER THAN
THE 20% WE ENTERED THIS YEAR.

>> I'M WONDERING COUNCILOR
O'MALLEY BROUGHT UP THE POLITE
SPECIAL ED -- PRIVATE SPECIAL ED
STUDENTS IN THE SIGNIFICANT
COSTS THAT THEY ARE TO THE
DISTRICT.

HAVE WE LOOKED, THAT'S A
SIGNIFICANT AMOUNT OF SAVINGS
THAT WE COULD REALIZE IF WE WERE

TO PROVIDE THOSE SERVICES IN THE DISTRICTS.

HAVE WE ACTIVELY BEEN LOOKING AT WAYS TO DO THAT.

THIS MIGHT BE MORE OF A CONVERSATION QUESTION FOR ROB.

>> I THINK WE ARE ALWAYS LOOKING AT THESE KIND OF POLICIES TO SEE HOW WE CAN SEVEN STUDENTS IN OUR DISTRICT -- SERVE STUDENTS IN OUR DISTRICT.

WE'RE LOOKING AT HOW WE CAN DO THINGS MOST COST EFFECTIVELY.

AT THE END OF THE DAY OUR ULTIMATE GOAL IS MAKING SURE WE SERVE THE QUHIESTLED AND WHOLE CHILD AND THE BEST INTERESTS OF THE CHILD.

I THINK THESE KIND OF THINGS BOTH ON THIS ISSUE AND SOME OF THE OTHER ISSUES WE TALKED ABOUT RELATED TO THIS WE DO TAKE VERY SERIOUSLY.

IT'S SOMETHING DR. CHANG AND THE MAYOR AND OUR BUDGET TEAM IS ALWAYS LOOKING AT.

WE ARE LOOKING AT THINGS MOST EFFICIENTLY AS POSSIBLE AND USING OUR COST SAVINGS AND FINDING OUR ABILITIES TO DO THE JOBS AT A LOWER COST.

WHEN IT COMES TO OUR STUDENTS I WANT TO MAKE SURE WE'RE MAKING SURE THE KIDS GET THE SERVICES THEY NEED TO BE SERVED TO HELP WITH THE NEEDS THAT THEY HAVE.

>> OF COURSE.

I WOULDN'T WANT TO DO ANYTHING AT THAT EXPENSE BUT AT THE TRANSPORTATION EXPENSE, IF WE'RE GOING TO PROVIDE THE BEST SERVICES WE CAN FOR THAT CHILD IN THE DISTRICT THEN WE SAVE THAT LARGE EXPENSE.

ON THAT 521 AT THAT TIME BROKE DOWN, THE BPS CORNER KID VERSUS CHARTER KID VERSUS THE PAROCHIAL, WERE THOSE DOLLAR AMOUNTS TAKING INTO ACCOUNT THE PROJECTED \$123 MILLION THIS YEAR OR THAT WILL BE SPENT FOR THIS FISCAL YEAR?

>> THE DOLLAR AMOUNTS IN SLIDE 21 THE COST TAKES INTO ACCOUNT

THE 123 MILLION PROJECTION.
>> IS THAT BASED ON THE 116 THAT WAS PROPOSED FISCAL YEAR 18 OR IS THAT ANTICIPATED ACTUAL 123? >> PROJECTED.
>> SO IT'S BASED ON 116 SO THESE COSTS ARE ACTUALLY LOWER.
>> NO.
THE CURRENT PROJECTION.
>> I'M SORRY, VERY GOOD.
>> I JUST WANT TO COME BACK TO YOUR LAST POINT.
JUST AS A POINT OF CLIRIFICATION.
I CAN SAY I KNOW THE SPECIAL EDUCATION DEPARTMENT USING AN OUT OF DISTRICT PLACEMENT ONS A LOOSE RESORT.
AS YOU'RE AWARE WE DON'T HAVE MUCH CONTROL OVER THAT EFFECT IF THAT GOES TO THE LEGALIZATION IF YOU WILL OVER THE NEEDS THE STUDENT MIGHT ACTUALLY REQUIRE.
BUT I KNOW THE SPECIAL EDUCATION DEPARTMENTS DOES WHATEVER IT CAN TO PROVIDE THOSE SERVICES IN DISTRICT.
THAT'S PARTLY WHY LIKE YES THE NUMBER INCREASED FROM 147 TO 166.
NEARLY 20 MORE THAN LAST YEAR AND YES IT CAUSES ONLY OUTSIDE IMPACT ON OUR TRANSPORTATION BUDGET BUT IT'S ABOUT A THIRD OF 1% OF ALL STUDENTS SERVED BY BOSTON PUBLIC SCHOOLS.
SO IT'S STILL A RELATIVELY SMALL NUMBER ON THE WHOLE, IT'S JUST AN EXPENSIVE SMALL NUMBER WE DO NEED TO MAKE EFFORTS TO ADDRESS.
>> RIGHT.
THE COST OF EDUCATION WE'RE ALSO SPENDING IN A DIFFERENT BUCKET.
>> THAT'S RIGHT.
>> WE TALKED A LOT OVER THE YEARS ABOUT COORDINATING OR CLICKING STUDENTS FROM DIFFERENT SCHOOLS ON TO ONE BUS.
HAVE WE EXTENDED THAT CONVERSATION TO CLICKING STUDENTS OF CHARTER SCHOOLS AND PAROCHIAL SCHOOLS AS WELL BECAUSE THAT WOULD DRIVE THE COSTS DOWN AND POTENTIALLY USE

FEWER BUSES.

>> I MENTIONED EARLIER THAT WAS WE'RE EXPLORING CLICKING BUSES EVEN MORE.

WE'VE DISCUSSED IN THIS VERY ROOM IN THE PAST MANY CASES CLICKING BUSES WITH SCHOOLS VERY CLOSE TO EACH OTHER ACTUALLY DOESN'T WORK.

SO IN MANY CASES CLICKING SCHOOLS THAT ARE IN DIFFERENT SECTORS STILL WILL NOT WORK INMANY CASES BUT LOOKING ACROSS SECTORS IN TERMS OF HOW YOU'RE SHARING BUSES IS SOMETHING WE'RE LOOKING AT FOR THIS YEAR WHICH IS NOT NECESSARILY SOMETHING WE LOOKED AT HEAVILY BEFORE.

>> RIGHT.

I JUST WANT TO SAY I KNOW COURTROOM O'MALLEY HAS ANOTHER QUESTION AND ANOTHER SERIES OF QUESTIONS AND WE HAVE SOME SIGNED UP FOR PUBLIC DISCUSSION BUT I DO WANT TO JUST SAY THAT THIS IS I THINK VERY HELPFUL. I'M CERTAINLY NOT THRILLED THAT WE'RE GOING TO GO OVER BUDGET FOR WHAT WE HAD PROJECTED LAST YEAR THIS TIME.

WE'RE GOING TO END AT A HIGHER NUMBER THAN I THOUGHT. BUT IT IS CERTAINLY HELPFUL AS WE APPROPRIATE FOR FY19 THAT WE JUST HAVE MORE INFORMATION TO GO ON.

I JUST WANT TO GO ON THE RECORD AND PUBLICLY THANK YOU FOR PRESENTING THIS TODAY AND SHARING IT WITH US.

>> COUNCILOR, WE'RE GOING TO CONTINUE TO MAKE SURE THAT YOU GUYS, THE COUNCILORS AND THE STATE AELECTED OFFICIALS BUT PARTICULARLY THE COUNCILORS WHO HAVE TO MAKE DECISIONS ON OUR BUDGET WE'RE GOING TO CONTINUE TO MAKE SURE YOU HAVE THE INFORMATION YOU NEED WORKING WITH OUR GREAT TEAM WHO IS AVAILABLE TO GET YOU THAT INFORMATION BUT MORE PROACTIVE RENCHES AS I SAID AROUND REMEMBER BRIEFINGS, QUARTERLY

BRIEFINGS.

IT WON'T END JUST WHEN THE
BUDGET'S FINISHED.

THERE ARE A NUMBER OF
INITIATIVES WORKING VERY CLOSELY
WITH BOSTON PUBLIC SCHOOLS WE
WANT TO MAKE SURE AFTER THE
BUDGET AND EACH QUARTER GOING
FORWARD WE CONTINUE TO HAVE THAT
PROACTIVE PARTNERSHIP.

>> GREAT, THANK YOU.

>> I'M SORRY, COUNCILOR
O'MALLEY, I APOLOGIZE AS WELL
BUT JUST TO BE REALLY CLEAR AND
I THINK THIS PROBABLY GOES
WITHOUT SAYING BUT I'LL SAY IT
ANYWAY.

NO ONE YEAR IN THIS ROOM FROM
BPS IS HAPPY THAT WE'RE GOING
OVER BUDGET.

WE'RE VERY COMMITTED TO DOING
EVERYTHING WE POSSIBLY CAN
WITHIN THE CONSTRAINTS WE
OPERATE UNDER TO OPERATE UNDER
BUDGET.

I TAKE THIS WORK VERY
PERSONALLY.

I'M COMMITTED TO CONTINUING TO
DO WHAT WE CAN.

I JUST WANT TO MAKE SURE THAT
THAT'S SAID PUBLICLY TODAY WE'RE
NOT TRYING TO BE CAVALIER ABOUT
ANY SORT OF DEFICIT.

WE'RE TRYING TO DO WHAT WE CAN
TO REDUCE THAT DEFICIT AS MUCH
AS POSSIBLE.

>> THANK YOU.

CORNER O'MALLEY.

>> THANK YOU MADAM CHAIRMAN.

THANK YOU BOTH FOR THOSE
REMARKS.

VERY BRIEFLY BECAUSE I WANT TO
BE RESPECTFUL OF THOSE WHO WANT
TO TESTIFY.

I JUST STEPPED IN FROM ANOTHER
MEETING SO YOU MAY HAVE GONE
OVER THIS.

THERE ARE UNDER 5,000 CHARTER
SCHOOL STUDENTS WE HAVE TO TRANS
PORT, 4955.

AND THE TUNE IS SLIGHTLY HIGHER
THAN JUST THE BPS CORNER OF
3,173 PER PUPIL COST.

THIS IS ACCORDING TO YOU'RE

COSTS.

A LITTLE BIT HIGHER THAN BPS.
DO WE HAVE A BREAK DOWN OF ALL
CHARTER DOOR TO DOOR OR IS IT A
MIX.

>> IT'S A MIX JUST LIKE BPS.
IT'S NOT BROKEN DOWN AS CHARTER
CORNER DOOR TO DOOR.
CHARTER CORNER DOOR TO DOOR
COSTS IS SIMILAR --

>> OKAY, THAT'S HELPFUL.
AND THE CHARTER, THERE ARE NO
HOME BASE CONSTRAINTS WITH
CHARTER.

IF I LIVE IN EAST BOSTON I COULD
SPEND MY CHILD TO THE THE
CHARTER SCHOOL IN HYDE PARK.
EVEN THOUGH IT'S FEWER STUDENTS
THAT'S PROBABLY WHY IT'S A
HIGHER COST PER PURE PULL.
WE'RE LOOKING COMBINED 17
MILLION DOLLARS.

YOU GUYS PROBABLY APPRECIATE
THIS LINE OF QUESTIONING BECAUSE
I KNOW YOU SHARE MY TRUST FRAIKS
WITH -- FRUSTRATION WITH THIS,
WE ARE CHRONICALLY BEING PAID
UNDER FUNDED THE CHARTER SCHOOL
REIMBURSEMENT BY THE STATE.
THAT'S SOMETHING WE'VE BEEN
DEALING WITH ON A CONTINUOUS
LEVEL SINCE I'VE BEEN HERE AND
EVEN BEYOND THAT.

HAVE WE EVER SENT A BILL TO THE
STATE FOR TRANSPORTATION COSTS?
>> WE HAVE BEEN INVOLVED IN
CONVERSATIONS RELATED TO CHANGES
IN LEGISLATION ON CHARTER
SCHOOLS.

IN MANY CASES THEY ARE RELATED
TO SCHOOL START TIME
CONVERSATIONS FOR CHARTER
SCHOOLS THAT WE HAVE MORE
CONTROL OVER THAT.

TO BE VERY VERY CLEAR SINCE THAT
WAS A HOT TOPIC A FEW MONTHS
AGO, WE DO HAVE MORE CONTROL
OVER CHARTER SCHOOL START TIME
FOR PEOPLE WHO LEAVE AND OFTEN
TIMES CHARTER SCHOOLS WORK WITH
US IN TERMS OF THEY MIGHT HAVE
8:15 START TIME BUT BECAUSE OF
OUR PEAK TIME THEY ALLOW US TO
DROP STUDENTS OFF EARLY.

>> TO BE CLEAR, WE CAN'T CONTROL THEIR START TIME BUT THEY WOULD MAKE ALLOWANCES FOR US TO DROP STUDENTS OFF EARLIER.

>> TO BE CLEAR, IT'S MORE OF AN NEGOTIATION BETWEEN THE DISTRICT AND THE CHARTER SCHOOLS IN TERMS OF START TIMES.

IF WE'RE NOT ABLE TO NEGOTIATE ON THAT SCORE, THEN THE STATE LAW WOULD ALLOW US TO DO WHAT WE NEED TO DO AND THE CHARTERS WOULD HAVE TO PROVIDE THIS OWN TRANSPORTATION WHICH HAS NOT YET HAPPENED.

>> IT HASN'T HAPPENED YET.

>> CORRECT.

>> I DON'T WANT TO RELITIGATE THE SCHOOL START TIME DEBATE BUT WHEN THE CHANGES WERE PUT BEFORE THE SCHOOL COMMITTEE IN DECEMBER, DID ANY CHARTER START TIMES CHANGE.

>> NO.

>> THANK YOU.

JUST ADDING UP THE COST OF THE PER PUPIL, THEN LOOKING AT THE LAST COLUMN IN SLIDE 21, FY18 COSTS PER PUPIL MULTIPLY THAT BY FY18 STUDENTS, IT WOULD APPEAR THAT ADDING FIGURES IS 13.7, YOU DON'T F IN ADMINISTRATIVE COSTS IN TERMS OF THIS FIGURES, WHAT'S THE DISCREPANCY?

I SEE THIS DOESN'T INCLUDE THE PASSES.

WE DON'T PAY FOR THE F BUSES.

>> CORRECT.

>> THEY ARE FACTORED INTO THE MBTA THINGS.

OKAY.

ALL RIGHT.

AND THEN AGAIN, WITH THE PRIVATE PLACEMENT, THE 1 6 IT IS A SMALL PERCENTAGE.

WE ALL AGREE KIDS NEED TO GET THE SERVICES THEY DESERVE.

DOES BPS CURRENTLY TAKE ANY STUDENTS FROM OTHER DISTRICTS THAT NEED SPECIAL ACCOMMODATIONS THAT WE CAN SATISFY.

>> YES.

FOR EXAMPLE THE HORSE MAN SCHOOL FOR US AND THOSE WHO ARE HEARING

IMPAIRED, I DON'T KNOW THE NUMBERS FOR THAT BUT WE DO ENROLL A DECENT NUMBER LET'S SAY.

>> THAT'S GREAT AND THAT'S SOMETHING WE SHOULD CELEBRATE AND I HOPE WE CAN ERASE THAT 1 6 1 6 .

>> -- WHO PROVIDES THAT.

>> THE HOST DISTRICT.

>> IF YOU GOT ONE KID FROM A SMALLER TOWN, YOU KNOW, THAT WIRE SERVING AT HORSEMAN THERE WOULDN'T BE A BEST FOR THAT KID NECESSARILY.

>> NOT NECESSARILY BPS BUS BUT A BUS FROM THAT DISTRICT.

>> WINTHROP IS SENDING A CHILD TO HORACE MANN AND THEY PROVIDE THE TRANSPORTATION.

THIS IS TIMES A SEDAN AND A CAR, I GUESS THERE ARE WAYS WE CAN PROACTIVELY ADDRESS THAT SIGNIFICANT \$56,000 PER PUPIL.

>> IN SOME CASES SOME OF THE DISTRICTS MIGHT BE USING TRANSPORTATION VENDORS THAT ARE USING THE 70 CERTIFIED VANS THAT WE SEE FROM TIME TO TIME. AGAIN THAT WOULD NOT BE AN EFFECTIVE SOLUTION FOR US SYSTEM WIDE.

IT MIGHT BE AN EFFECTIVE SOLUTION FOR US WHEN WE CONSIDER OUTLIER STUDENTS.

THE MOST EXPENSIVE STUDENTS. HOWEVER OUR CURRENT DRIVER CONTRACT WE DON'T HAVE TO DO THAT FOR BPS STUDENTS.

>> I'M NOT SURE IF I ASKED THIS BUT WHEN IS THE TRANSDEV CONTRACT UP.

>> JUNE 30TH.

>> JUNE 30TH OF THIS YEAR.

DO YOU OVERSEE THE PROCUREMENT OR IS THAT DONE BY THE PURCHASING AGENT.

>> THAT TWOOB BETWEEN BPS OPERATIONS THROUGH MY OFFICE AND THE OFFICE OF FINANCE.

>> WHEN ARE YOU GOING TO PUTE THE RFI OR Q OR P.

>> WE ARE SORT OF IN OUR CONSIDERATION HOLD FOR WHAT THE

NEXT STEP IS FOR THAT.
>> PRESUME ME BEFORE JUNE 30TH.
>> ABSOLUTELY.
>> OKAY, GREAT.
THANK YOU.
>> THANK YOU.
I'D LIKE TO CALL THE FOLLOWING
UP FOR PUBLIC TESTIMONY.
I HAVE LISA IS LISA HERE?
FOLLOWING GWENDOLYN WE HAVE
[INDISCERNIBLE].
DONNA, I DON'T HAVE YOU CHECKED
OFF.
YOU CAN COME IN AFTER GWENDOLYN.
IF YOU WOULD STALLER FOR THE
RECORD.
AND THOSE PUBLIC TESTIMONY MICS
YOU NEED TO SPIKE RIGHT INTO
THAT MICROPHONE.
>> GOOD AFTERNOON MY NAME IS
GWENDOLYN PARK AND AFTER WORKING
IN THE BOSTON PUBLIC SCHOOLS
FOR 2 YEARS I RETIRED TEN YEARS -- 32
YEARS AGO.
I SPEND MY TIME WITH THE NETWORK
RESOURCE OFFICE OF THE BOSTON
PUBLIC SCHOOLS.
I DO WHATEVER IS NEEDED TO
SECURE RESOURCES FOR OUR
NEEDIEST STUDENTS AND FAMILIES
WHO ARE EXPERIENCING
HOMELESSNESS.
EVERY MORNING WHILE YOU AND I
ARE STILL IN OUR WARM COZY BEDS,
MANY OF OUR CHILDREN ARE MAKING
THEIR WAY BACK TO THE BOSTON
PUBLIC SCHOOLS FROM ARLINGTON
BEVERLY BROOKLINE, BRAKEMAN,
CAMBRIDGE, CHELSEA, CONCORD,
FRAMING HAM, HAPPENOVER,
LEXINGTON, MILTON, NEWTON,
NEEDHAM, NORFOLK ... SOMERVILLE,
WALTHAM, WELLSLY WILLINGTON ...
EACH YEAR THE CITY SPENDS
APPROXIMATELY FIVE PLUS MILLION
DOLLARS TO TRANSPORT CHILDREN
BACK TO BOSTON.
ALMOST TWO YEARS AGO WE WERE IN
THE SAME SPOT BEFORE YOU
DISCUSSING THE TRANSPORTATION
THAT OUR STUDENTS WHO EXPERIENCE
HOMELESSNESS.
AT THIS TIME, AT THAT TIME BPS
OFFICIALS TOLD US THAT THEY HAD

HIRED A STUDENT SUPPORT SERVICES
TRANSPORTATION PROJECT MANAGER
WHO WAS GOING TO MANAGE THE
PROCESS OF CONTACTING THE
VENDORS WHO WOULD TRANSPORT THE
CHILDREN.

THERE WERE SEVERAL ISSUES A THAT
WERE BROUGHT UP AT THAT TIME.

THERE WERE VENDORS THAT WERE
OVERCHARGING.

THERE WERE VENDORS THAT WERE
CHARGING FOR RIDES WHICH DIDN'T
OCCUR.

THERE WERE VENDORS WHO HAD BEEN
INVESTIGATED FOR ABUSING
STUDENTS.

ONE PARTICULAR VENDOR THERE WERE
EXTREMELY SERIOUS ALLEGATIONS
MADE AGAINST THIS VENDOR AND IT
WAS SUBSTANTIATED WHAT ONE OF
THE DRIVERS HAD DONE TO A BPS
STUDENT WHICH RESULTED IN LEGAL
ACTION.

BPS AT THE TIME DISCONTINUED
USING THAT PARTICULAR VENDOR.
THE VENDOR HAS NOW CHANGED THE
NAME OF THE COMPANY AND BPS IS
USING THE VENDOR AGAIN TO
TRANSPORT CHILDREN.

ONE MORNING THIS YEAR EARLIER I
TOOK A CALL FROM A PARENT QUITE
UPSET.

A THREE YEAR OLD AUTISTIC BABY
WAS BEING TRANSPORTED INTO
BOSTON FROM WALTHAM.

THE CHILD WAS PICKED UP 6:00 IN
THE MORNING, ARRIVED AT HIS
SCHOOL IN MATTAPAN AFTER 10:00.
SOLD.

-- SOILED, WHEN WE ASKED THEQUESTION WHAT HAD GONE ON WE
WERE INFORMED THAT THE DRIVER
HAD GOTTEN LOST.

YESTERDAY, I TOOK A CALL FROM A
PARENT, A GRANDMOTHER LIVING IN
BROCKTON, A SIX YEAR OLD
GRANDSON WAS PICKED OPPOSITION
IN THE MORNING AND DROPPED OFF
AT THE TROTTER SCHOOL.

THE FIRST DAY RECEIVING
TRANSPORTATION FROM A VENDOR WE
SECURED TO BRING THE BABY BACK
IN WHO WAS DROPPED A LITTLE
BEFORE 7:30 AT THE TROTTER
SCHOOL.

CHILD DOESN'T GO TO THE TROTTER.
THE CHILD GOES HIEGENSON.
THEY CALLED THE GRANDMOTHER WHO
DROVE TO BOSTON PICKED THE BABY
UP AT THE TROTTER AND TOOK HIM
OVER TO THE HIGGINSON SCHOOL.
WHEN WE WERE BEFORE YOU TWO
YEARS AGO, WE RECOMMENDED THAT
BPS SECURE A NON-OPERATOR
COLLABORATIVE TO PROVIDE
TRANSPORTATION SERVICES FOR OUR
STUDENTS EXPERIENCING
HOPELESSNESS WHO LIVE OUTSIDE OF
BOSTON.

TODAY I'M BEFORE YOU AGAIN TO
APPEAL TO YOU TO ASK YOU TO
CONSIDER RECOMMENDING AS A
COUNCILOR THAT THE BOSTON PUBLIC
SCHOOLS TAKE A CLOSER LOOK AT
THE PROCESS THAT WE'RE UTILIZING
TO TRANSPORT SOME OF OUR
NEEDIEST STUDENTS BACK INTO
BOSTON.

AND AT LEAST HAVE A CONSCIOUS
AND ENSURE THAT THESE CHILDREN
ARE GOING TO BE TREATED AS YOU
AND I WOULD LIKE OUR OWN
CHILDREN TO BE TREATED.

I THANK YOU.

>> THANK YOU GWENDOLYN.

DONNA.

>> HI, I'M DONNA.

I GRADUATED FROM THE BOSTON
PUBLIC SCHOOLS.

ALL SEVEN OF MY CHILDREN HAVE
GONE TO THE BOSTON PUBLIC
SCHOOLS.

I STILL HAVE ONE IN THE BOSTON
PUBLIC SCHOOLS AND I HAVE SIX
GRANDCHILDREN NOW ATTENDING THE
BOSTON PUBLIC SCHOOLS.

I'M A STRONG ADVOCATE FOR
CHILDREN AND THEIR RIGHTS.

I WORK FOR THE BOSTON PUBLIC
SCHOOLS AT THE CHARLES H. TAILOR
SCHOOL AND AT THE SCHOOL I WORK
WITH THE HOMELESS STUDENTS AND
SPECIAL NEEDS FAMILIES.

EVERYBODY IN THAT SCHOOL AROUND
SCHOOL PARTNERSHIPS.

I HAVE LARGE CHUNK OF MY JOB
WORKING WITH HOMELESS FAMILIES.
I APPLAUD YOU FOR YOUR OCCUPANT
OUT PROGRAM.

I WILL TRY TO GET MY FAMILIES TO OPT OUT.

HOWEVER WHAT I WOULD LIKE YOU TO THINK ABOUT IN THAT OCCUPANT OUT OUT -- OPT OUT PROGRAM IS TO GIVE PARENTS TO BE UP OUT AS OPPOSED TO BOTH WAYS.

SOME DROP OUT IN THE MORNING BUT TAKE THE AFTERNOON BUS.

WE HAVE SOME FAMILIES WHO RIDE THE BUS BUT PECK UP IN THE AFTERNOON.

IF THEY HAVE THE OPTION TO DROP OUT ON ONE DAY THERE MAY BE SOME COMPENSATION FOR THAT.

CURRENTLY THEY DON'T HAVE THAT OPTION.

IF WE COULD WORK WITH YOU TO PUT THAT IN PLACE THAT WOULD HELP CUT THE COSTS MORE.

FOR OVERALL TRANSPORTATION IS EXTREMELY IMPORTANT.

HAVING MY EXPERIENCE WITH THE BOSTON PUBLIC SCHOOL AS AN EMPLOYEE, AS A PARENT, AS A GRAND PARENT.

WHEN I WENT AS A STUDENT WE DIDN'T HAVE AN OPTION OF CHOICE.

CHOICE IS EXTREMELY IMPORTANT FOR US TO HAVE AS A FAMILY.

IN MY NEIGHBORHOOD AT ONE TIME MY SCHOOLS WERE NOT CONSIDERED QUALITY SCHOOLS.

AND SO I BUSSED MY CHILDREN TO SCHOOLS WHERE I FELT WERE QUALITY SCHOOLS AND MET THE NEEDS FOR MY INDIVIDUAL CHILDREN.

SO I THINK THE CHOICE IS IMPORTANT FOR FAMILIES.

AS WE WORKED AND PROVIDE QUALITY SCHOOLS IN ALL OF OUR NEIGHBORHOODS FOR OUR STUDENTS, OUR CHILDREN.

I THINK IT'S ALSO IMPORTANT THAT WE LOOK AT SOME OTHER WAYS TO COST SAVE BECAUSE THE SYSTEM HAS WORKED VERY HARD.

AS A SPECIAL NEEDS PARENTS I HAVE WORKED FOR THE DISTRICT TO BE ABLE TO REDUCE SOME OF THE DOOR TO DOOR DISPARITY IN THE CAMPAIGN WHICH IS REALLY IMPORTANT TALKING ABOUT WHAT THE

NEED IS FOR THAT CHILD AS
OPPOSED WHAT'S THE CONVENIENCE
FOR FOLKS.

I THINK WE OVER THE YEARS HAVE
REALLY REDUCED THE DOOR TO DOOR
TRANSPORTATION AS WE SIT IN OUR
UNITS AND TALK WITH FAMILIES
ABOUT THAT.

I THINK IF WE CONTINUE THAT WORK
YOU WILL CONTINUE TO SEE A
REDUCTION IN THAT AREA.

I ALSO BELIEVE THAT IT'S
IMPORTANT FOR US AS WE WORK WITH
FAMILIAR THESE THERE ARE
EXPERIENCING HOMELESSNESS, THAT
WE AS A SCHOOL BASE LIAISON, I
SEE A NUMBER OF THINGS IN MY
FAMILY.

ONE OF THE THING I'VE SEEN WITH
MY HOMELESS POPULATION IS THAT
WE NEVER KNOW WHO THE VENDOR IS
WHO IS PICKING UP THE CHILDREN
AT THE SCHOOL LEVEL.

SOMETIMES THE PARENT DOESN'T
KNOW WHO THE VERB IS.

I HAVE SITUATIONS WHERE VENDORS
HAVE ARRIVED AT THE SCHOOL TO
PICK UP KIDS WITHOUT A LETTER
FROM THAT COMPANY, WITHOUT NO
ID FROM THAT COMPANY BARELY
SPEAKING ENGLISH SO THEY
COULDN'T TELL ME THE NAME OF THE
COMPANY.

NOT KNOWING WHO THE CHILDREN
WERE THEY WERE GOING TO PICK UP.
SO THE SAME STANDARD WE HAVE FOR
OUR BUSES THAT ARE PICKING UP
GENERAL POPULATION STUDENTS, WE
NEED TO HAVE FOR OUR HOME LITTLE
FAMILIES WHO ARE EXPERIENCING
HOMELESS.

IT'S IMPORTANT THEY HAVE
EQUITABLE SERVICES.

AS WE LOOK AT OUR SYSTEM,
THERE'S NO WAY TO DETERMINE WHAT
THAT TRANSPORTATION IS FOR OUR
FAMILIES WHO EXPERIENCE
HOMELESSNESS.

THERE IS THAT TRANSPORTATION
PIECE IN THERE.

THE COMPANY THAT SIGN, THAT
COMPANY NEEDS TO BE UP THERE AND
NEED THE SIGN-IN INFORMATION FOR
THE COMPANY.

IF THEY DON'T SHOW UP WE CAN
CALL NOT WAITING AT MY SCHOOL
FOR SOMEONE TO PICK UP CHILDREN.
THE BUSES ARE LATE.
WE HAVE FOUR BUSES AT THE SCHOOL
THAT ARE LATE REGULARLY.
I'VE TALKED TO TRANSPORTATION
AND THEY'LL TELL YOU.
I HAVE A TRANSPORTATION LIAISON
SHELLY CAR MICHAEL.
I WORKED VERY HARD WITH HER TO
GET TRANSPORTATION FOR PEOPLE
WHO EXPERIENCE HOMELESSNESS AND
FAMILIES IN DIRE NEEDS WITH
SERVICES.
THEY WORK WITH THAT TO MAKE SURE
THINGS ARE IN PLACE FOR OUR
FAMILIES.
I WANT TO GIVE HER KUDOS FOR
THAT.
WE HAVE FAMILIES WHO ARE
EXPERIENCING HOMELESSNESS.
THAT'S A LOT TO MANAGE AROUND
TRANSPORTATION FOR THEM.
WE EVEN PUT SPECIAL THINGS IN
PLACE TO ENSURE IF THEY ARE NOT
ON A BPS BUS, THEY'RE TAKING
THAT PRIVATE TRANSPORTATION
THAT'S A WAY FOR THEM TO GET
THAT TRANSPORTATION SAFELY.
I THINK IT'S IMPORTANT FOR US
OVERALL ALL OUR BUS DRIVERS AND
MONITORS WE HAVE A DEPARTMENT
THAT REQUEST DO TRAINING FOR THE
DRIVERS AND THE BUS BUS MONITORS
CREATING COMMUNITY ON THAT BUS I
DID THAT FOR THE BUS DRIVERS TO
ENSURE THEY KNEW HOW TO WORK
WITH STUDENTS.
I THINK THAT'S EXTREMELY
IMPORTANT AS WE MOVE FORWARD
THAT THOSE THINGS BE PUT IN
PLACE.
WE NEED THEM IN PLACE IN
CLASSROOMS AND IN OUR BUSES.
I THINK THAT'S IT.
THANK YOU.
>> THANK YOU VERY MUCH.
I THINK IT WOULD BE FINE.
IS ANYONE ELSE HERE TO TESTIFY.
LET'S GET THE LAST TESTIFY AND
THAT WOULD BE GREAT.
IF YOU COULD STATE YOUR NAME FOR
THE RECORD, PLEASE.

>> GOOD AFTERNOON, MY NAME IS
JESSIE AND I'M THE FAMILY
COORDINATOR IN BRIGHTON.
I'M VERY FORTUNATE TO PLAY DUAL
ROLES AT THE SCHOOL AS A PARENT
AS WELL AND AS A HOME LESS
LIAISON -- HOMELESS LIAISON.
I RANGES FROM 0 TO 7 YEAR OLD
STUDENTS.
OUR BUDGET HAS BEEN DIMINISHED
YEAR AFTER YEAR YET WE ARE
REQUIRED TO HAVE A BUS MONITOR
FOR ALL KIDS OR STUDENTS.
WE HAVE ONLY THREE BUS MONITORS
OUT OF EIGHT BUSES.
IN ADDITION NOT ALL OF OUR BUSES
ARE EQUIPPED WITH SEATBELTS
DEPENDING ON WHEN BUS YOU GET.
THE SMALLER BUSES AND HALF SIZE
BUT NOT THE FULL SIZE ONES.
NOW I'M IN THIS MEETING I
UNDERSTAND MORE OF WHY THAT IS
BUT IT'S STILL A PROBLEM.
IT IS NOT MANDATED BY STATE LAWS
TO HAVE SEAT 3WE89S ON ALL
SCHOOL BUSES.
NOW I ASK YOU WOULD YOU
JEOPARDIZE THE SAFETY OF YOUR
OWN CHILD ON A 30,000 POUND
VEHICLE WITHOUT ANY HARD
NECESSARY.
FROM 7:30AM TO 12:45PM.
TRANSLATES TO WE ARE THE FIRST
BUS RUN AS WELL AS THE LAST BUS
RUN IN THE ENTIRE BUS DISTRICT.
BEING THE LAST BUS RUN A GREAT
HARDSHIP FOR VERY YOUNG CHILDREN
BECAUSE BUSES ARE FREQUENTLY
LATE.
HOW WOULD YOU FEEL IF YOU PUT
YOUR FOUR YEAR OLD ON THE BUS
AT 6:31AM AND DOESN'T RETURN
HOME UNTIL LATE.
THIS IS AN ACTUAL STUDENT IN OUR
SCHOOL AND THE PARENT CONTINUES
TO FIGHT HARD TO ENSURE THAT THE
SCHOOL BUS ARRIVES ON TIME.
WE HAVE TECHNOLOGY TO TRACK
BUSES NOW AND OFTEN TIMES ON THE
SCHOOL LEVEL WE SEE THE BUSES
ARE SITTING AROUND THE CORNER
FOR 20 MINUTES BEFORE THEY
ARRIVE LITERALLY DOWN THE BLOCK.
TECHNOLOGY SHOULD TRACK BUT NO

ONE IS OVERSEEING THIS PROCESS.
SO WHAT DO STUDENTS DO IS SIMPLY
WAIT, WAIT AND WAIT.

I WOULD ALSO LIKE THIS TIME TO
SPEAK WITH FAMILIES ON
HOMELESSNESS LAST YEAR.

I KNOW WHILE SOME THINGS HAVE
CHANGED, SOME THINGS ARE STILL
VERY MUCH THE SAME.

WE HAD A FAMILY FOUR TIMES IN
THE COURSE OF SIX MONTHS DUE TO
THE PLACEMENT OF THE SHELTER.

FROM JANUARY 2017 TO MARCH

217BP

PROVIDING TRANSPORTATION FOR THE
STUDENT FOR THEIR ISSUES OR LACK
OF CHANGE OF ADDRESS.

THE PROTOCOL FOR CHANGE OF
ADDRESS IS TO SHOW TWO FORMS OF
PROOF.

WHEN A FAMILY IS HOME LESS THEY
DON'T HAVE SUCH DOCUMENTS AS A
UTILITY BILL.

THE PAY STUB.

WHEN FAMILIES -- THIS IS
SOMETHING THAT THEY HAVE AND
IT'S EXACERBATED BY MY HURDLES.

I DO HOME VISITS AND WHOEVER
WILL LISTEN TO ME TO HELP FIX
THIS PROBLEM.

IT TOOK ME WRITING TO GET THINGS
DONE.

I KNOW THIS IS SOMETHING NO ONE
IN BPS WANTS BECAUSE THEY GET
BAD PRESS BUT WHAT CHOICE AM I
LEFT WITH.

JOHN CALLED ME IMMEDIATELY AFTER
THAT E-MAIL BUT THAT TOOK TWO
MONTHS.

THIS IS JUST ONE STUDENT IN ONE
SCHOOL OUT OF 170 STUDENTS IN MY
SCHOOL.

I'M A PROUD -- I BELIEVE IN
PUBLIC EDUCATION.

I WANT YOU TO HELP ME FIGHT FOR
THE SAFETY AND STANITY OF OUR
YOUNG STUDENTS IN OUR SCHOOL.

THANK YOU FOR OUR TIME.

>> I'M GOING TO MARK YOU AS
TESTIFYING.

THANK YOU.

GO AHEAD, JOHN.

>> THANK YOU VERY MUCH TO ALL
THREE MEMBERS OF THE PUBLIC WHO

TESTIFIED.

JUST ONE CLARIFICATION.

DONNA, I WOULD LOVE TO FOLLOW UP
WITH YOU OFF LINE.

ONE CLARIFICATION IN OUR AUNT
OUT -- OCCUPANT OUGHT CAMPAIGN
WE HAD 140 TOTAL OPT OUTS
BECAUSE WE DO ALLOW FOR THE
FIRST TIME FOR FAMILIES TO OPT
OUT EITHER THE A.M. OR P.M. WE
HAVE 12200 STUDENTS WHO OPTED
OUT OF BITE A.M. AND P.M. BUT WE
HAD AN ADDITIONAL WHATEVER THAT
IS 400 STUDENTS WHO ONLY OPTED
OUT OF ONE BEG.

SO WE DO DO THAT THIS YEAR.

>> THANK YOU THAT'S GREAT.

ANYBODY ELSE.

I WOULD LIKE TO ADJOURN THE
HEARING.