

;;;BCC180508 (2-5PM)

>> >> I'M CHAIR OF WAYS AND MEANS.

TODAY IS TUESDAY, MAY 8TH.

WE ARE HERE FROM THE BOSTON PUBLIC SCHOOLS TEAM TO DISCUSS TRANSPORTATION AND FOOD SERVICES AT THIS SESSION THE 2:00 P.M. SESSION.

REMINDE PEOPLE THAT THIS IS BOTH BEING BROADCAST AND RECORDED ON RCN CHANNEL 82, COMCAST 8, VERIZON 1964.

AND STREAMED AT BOSTON.GOV/CITY-COUNCIL-TV.

I'LL ASK EVERYBODY IN THE CHAMBER TO SILENCE THEIR ELECTRONIC DEVICES.

AT THE CONCLUSION OF THE THERE IS SIGN-IN SHEET.

I ASK THAT YOU STATE YOUR NAME, AFFILIATION, RESIDENCE AND CHECK THE BOX IF YOU DO WISH TO PUBLICLY TESTIFY.

CIOMMO YOU CAN SIGN UP TO TESTIFY.

YOU CAN ALSO COME TO THE A DAY THAT IS DEDICATED TO PUBLIC TESTIMONY ALONE ON TUESDAY, JUNE 5TH BETWEEN HOURS OF 2:00 AND 6:00 P.M.

YOU CAN ALSO SEND BY MAIL TO THE COMMITTEE ON WAYS AND MEANS, BOSTON CITY HALL, ONE CITY HALL MRAZA BOSTON MASS, 02201.

AND E-MAIL THE COMMITTEE AT CCC.WM@BOSTON.GOV.

AS I MENTIONED EARLIER TODAY'S HEARING IS WITH THE BOSTON PUBLIC SCHOOLS DEPARTMENT OPERATIONS REGARDING FOOD SERVICE AND TRANSPORTATION AS PERTAIN TO DOCKETS 0559 THROUGH 0563.

OR FISCAL YEAR '19 OPERATING BUDGET INCLUDING ANNUAL APPROPRIATIONS FOR DEPARTMENTAL OPERATIONS, ANNUAL APPROPRIATION FOR SCHOOL DEPARTMENT, APPROPRIATION FOR OTHER POST EMPLOYMENT BENEFITS.

APPROPRIATION FOR CERTAIN TRANSPORTATION AND PUBLIC IMPROVEMENTS AND APPROPRIATION FOR CERTAIN PARK IMPROVEMENTS.

AND DOCKETS 0564-0565.

CAPITAL BUDGET APPROPRIATIONS INCLUDING LOAN ORDERS AND LEASE AND PURCHASE AGREEMENTS.

I AM JOINED BY SEVERAL OF MY COLLEAGUES I WILL INTRODUCE THEM IN ORDER OF THEIR ARRIVAL.

TO MY FAR LEFT WE HAVE CITY COUNCIL AT LARGE MICHAEL FLAHERTY.

NEXT TO HIM DISTRICT CITY DO YOU RECALL TIM MCCARTHY, CHAIR OF EDUCATION, CURL EGG.

TO MY F.A.R.- -- CURL COUNCILOR ESSAIBI GEORGE.

WELCOME JOHN AND HIS TEAM.

HAND IT OVER FOR YOUR PRESENTATION.

>> THANK YOU VERY MUCH, COUNCILOR.

THANK YOU FOR ALLOWING US TO PRESENT IN FRONT OF YOU TODAY.

AS COUNCILOR MENTIONED I'M CHIEF OF OPERATIONS FOR BOSTON PUBLIC SCHOOLS.

I'M JOINED WITH ME THIS AFTERNOON BY LAURA, EXECUTIVE DIRECTOR OF FOOD AND NUTRITIONAL SERVICES, BILL, ACTING DIRECTOR OF FINANCE FOR FOOD NUTRITION SERVICES.

JOHN ROBERTS, DIRECTOR OF TRANSPORTATION AND ED, ASSISTANT DIRECTOR OF FINANCE AND TRANSPORTATION.

I URGE YOU IF YOU DON'T MIND TO SEE ME NOT JUST AS CHIEF OF OPERATIONS FOR THE SCHOOL DISTRICT BUT ALSO AS AN ALUM OF BOSTON PUBLIC SCHOOLS.

AS PROUD FATHER OF FOUR CHILDREN ATTENDING SCHOOL IN THE DISTRICT AND PROUD HUSBAND OF BPS TEACHER.

WHAT WE'D LIKE TO PRESENT TO YOU TODAY CERTAIN INFORMATION ON BOTH TRANSPORTATION AND FOOD NUTRITION SERVICES, BUT I ASK OF YOU TO ALSO THINK MORE BROADLY OF OPERATIONS AND BPS THAT IT ALSO CONSISTS OF

FACILITIES DEPARTMENT BOTH PLANNING AND INK NEARING, SAFETY SERVICES WHICH WE WILL DISCUSS WITH YOU TONIGHT AT A SEPARATE BUDGET HEARING OFFICE OF TECHNOLOGY AS WELL AS OFFICE OF THE OMBUDSMEN AND OPERATIONAL SUPERINTENDENT.

WITH THAT BEFORE DIVING INTO THE AGENDA I WANTED TO TAKE A BRIEF PAUSE AND GIVE A SHOUT OUT TO OUR FACILITIES DEPARTMENT, SPECIFICALLY PEOPLE WHO WORK IN THE ENVIRONMENT AND ENERGY UNIT AND FACILITIES.

EARLIER TODAY AT THE STATE HOUSE BOSTON PUBLIC SCHOOLS ALONG WITH BOSTON SECURE COMMISSION WERE GIVEN VERY PRESTIGIOUS AWARD ONLY GIVEN TO TWO SCHOOL DISTRICTS THIS YEAR FOR EFFORTS TO REDUCE LEAD IN DRINKING WATER IN SCHOOLS.

WE'RE VERY PROUD OF THAT ACCOMPLISHMENT AND SHOWS TREMENDOUS GROWTH THAT THAT TEAM HAS BEEN ABLE TO PROMOTE FOR BOSTON PUBLIC SCHOOLS AND OUR CHILDREN OVER LAST COUPLE OF YEARS.

>> COX.

>> THANK YOU.

>> CONGRATULATIONS COX.

>> THANK YOU.

WHO IS THE OTHER DISTRICT?

>> I'LL GET BACK TO YOU.

>> I GUESS IT DOESN'T MATTER.

>> IT WAS REDDING.

WE'LL TALK ABOUT BPS TRANSPORTATION THEN TALK ABOUT FOOD NUTRITION SERVICES AS I'M SURE COUNCILOR IS AWARE APPENDIX FOR INFORMATION THAT WE THINK MIGHT BE USEFUL TO ALL OF YOU.

AS HE BEGIN ON TRANSPERTAINING I'LL REMIND THE COUNCIL THAT WE WERE HERE PRESENTING MID YEAR UPDATE ON TRANSPORTATION SPENDING.

YOU WILL HEAR SOME OF THE SAME THINGS THAT YOU HEARD AND SAW ON FEBRUARY 27TH.

AS STARTING POINT AS REMINDER TRANSPORTATION SPENDING IS DRIVEN BY NUMBER OF FACTORS OUT OF OUR CONTROL.

FIRST AS DISCUSS SCHOOL CHOICE, CERTAINLY IS MAJOR FACTOR IN OUR GROWING COSTS OF TRANSPORTATION AS YOU CAN SEE HERE 116 SCHOOL SITES WE SERVE DRAW STUDENTS FROM AT LEAST TEN DIFFERENT BOSTON ZIP CODES.

THAT IS JUST ONE FACT OF MANY THAT WE COULD PULL THAT SHOWS THAT BOSTON SCHOOL CHOICE FAR SURPASSES THAT OF THE NATIONAL AVERAGE.

COST RELATED TO SPECIAL EDUCATIONS ARE COSTS THAT WE'RE HAPPY TO OBLIGE BUT DO REPRESENT GROWING PORTION OF OUR COSTS WITHIN TRANSPORTATION IN PARTICULAR AS DISCUSSED IN FEBRUARY, WE HAVE NEARLY 5,000 STUDENTS RECEIVING -- RECEIVING DOOR TO DOOR TRANSPORTATION, THAT MEANS THAT OUR SCHOOL BUSES ARE PICKING THEM UP AT THEIR FRONT DOOR, NEARLY 7% GROWTH RATE SINCE FY12.

IN ADDITION TO THAT NUMBER WITH ONE TO ONE BUS MONITORS HAS GROWN 50% SINCE FY16.

OUR NON-BPS OBLIGATIONS, THINGS WE'VE TALKED ABOUT IN THESE CHAMBERS, FACT THAT WE TRANSPORT 9,425 STUDENTS TO OVER 100 NON-BPS SITES CLEARLY ADDS TO THE COST OF SERVICE.

OUR VOLUME OF SERVICE IN GENERAL IS VERY SIGNIFICANT PARTICULARLY FOR SCHOOL DISTRICT OF OUR SIZE, WE TRANSPORT ROUGHLY 27,000 STUDENTS EVERY DAY TO NEARLY 270 UNIQUE SITES AND OUT OF BOSTON.

I STRESS OUT OF BOSTON BECAUSE WE DO TRANSPORT LARGE NUMBER TO PRIVATE SPECIAL EDUCATION FACILITIES OUTSIDE OF THE SCHOOL DISTRICT.

THIS AMOUNTS TO ROUGHLY 3,000 TRIPS EVERY SINGLE DAY COVERING 25,000 MILES EVERY SINGLE DAY.

LASTLY, OTHER FACTORS WE'VE DISCUSSED BEFORE IN PARTICULAR COSTS RELATED TO STUDENTS EXPERIENCING HOMELESSNESS OR STUDENTS IN TRANSITION THAT CATEGORY TOTAL \$6.4 MILLION THAT YEAR, LASTLY OUR FUEL COSTS ARE RISING, PROPANE ARE UP APPROXIMATELY 17 AND 24% RESPECTIVELY.

NEXT SLIDE HERE TELLS COMPLICATED STORY THAT I WANT TO TAKE A MINUTE TO EXPLAIN.

YOU'VE SEEN SOMETHING SIMILAR TO THIS CHART BEFORE.

AS YOU CAN SEE THE NUMBER OF BPS CORNER RIDERS HAS DROPPED OVER TIME. THAT IS THE HEIGHT OF THE BLUE BARS.

HOWEVER MORE EXPENSIVE RIDER TYPES HAVE GROWN.

SO ALTHOUGH BECAUSE OF THE EFFORTS RELATED TO PASSES AND HOME-BASED ASSIGNMENT, RECENTLY TRANSPORTATION CHALLENGE WHICH REDUCES SIZE OF OUR BUS FLEET MAKE THEM MORE OPTIMIZED BUS ROUTES.

OUR CONTINUING EFFORT TO OPT OUT IF THEY'RE NOT AVAILING THEMSELVES OF THE BUS.

ALL OF THOSE EFFORTS HAVE GREATLY REDUCED THE SIZE OF OUR CORNER RIDER POPULATIONS, THESE POPULATIONS HAVE CONTINUED TO GROW THOSE ARE POPULATIONS THAT WE DON'T HAVE AS MUCH CONTROL OVER.

AGAIN, SOMETHING THAT WE'VE TALKED ABOUT IN THESE CHAMBERS BEFORE.

SOMETHING THAT WE ARE TRYING TO ADDRESS, FOR EXAMPLE, WHEN WE TALK ABOUT DOOR TO DOOR RIDERSHIP WITHIN SPECIAL EDUCATION, WE'RE WORKING VERY CLOSELY AND PROUD OF THIS, WORKING VERY CLOSELY WITH THE SPECIAL EDUCATION DEPARTMENT TO MAKE SURE THAT STUDENTS BEING GIVEN THOSE ASSIGNMENTS ARE ACTUALLY ONES MOST DESERVING OF THE ACCOMMODATION.

NEXT SLIDE SHOWS SMALL PORTION OF THE RIDERS MAKE UP LARGER PORTIONS OF COSTS.

AGAIN WE'VE DISPLAYED THIS SLIDE TO CITY COUNCIL BEFORE.

TWO THINGS THAT I WANT TO CALL OUT HERE IN PARTICULAR AS MENTIONED BEFORE BPS DOOR TO DOOR COSTS CONTINUE TO GROW.

THEY CONTINUE TO BE AN AREA OF GROWTH THAT WE DON'T HAVE AS MUCH CONTROL OVER, WANT TO CALL YOUR ATTENTION TO HERE IS THAT BPS DOOR TO DOOR RIDERS AMOUNT TO ONLY ABOUT 11% OF OUR TOTAL RIDERSHIP.

BUT ROUGHLY 40% OF OUR TOTAL COSTS.

YOU CAN SEE FROM THE CHART ON THE RIGHT THAT IT MAKES UP ABOUT THE SAME AMOUNT OF COSTS AS ALL OF OUR OTHER BPS BUSING COSTS COMBINED.

THE OTHER POINT THAT I WOULD RAISE HERE I MENTION THAT WE DO TRANSPORT STUDENTS OUTSIDE OF THE DISTRICT TO SPECIAL EDUCATION FACILITIES OUTSIDE OF BOSTON AS YOU CAN SEE ON GRAPH ON THE LEFT IT'S NEGLIGIBLE AMOUNT OF STUDENTS, HOWEVER THEY AMOUNT TO 8% OF OUR TOTAL COSTS.

THIS NEXT SLIDE SHOWING THAT YELLOW BUS EXPENSES IS 80% OF ALL COSTS.

ALSO CALLED OUT SOME NOTABLE CHANGES FROM FY18 TO FY189 AS YOU CAN SEE ANOTHER NEXT BELOW.

COUPLE EXPLANATIONS OF WHAT YOU SEE THERE, AGAIN, MORE THAN THREE QUARTERS OF OUR COSTS ARE RELATED TO YELLOW BUS SERVICE.

NEARLY HALF OF OUR COSTS ARE TIED IN TO OUR DRIVER COSTS, OUR DRIVER SALARIES, OUR DRIVER BENEFITS THAT REPRESENT ROUGHLY 50% OF THE ENTIRE TRANSPORTATION BUDGET.

WITHIN THAT NEXT YEAR WE'RE EXPECTING INCREASE OF ROUGHLY \$300,000.

THAT IN ITSELF IS A LITTLE COMPLICATED BECAUSE WE DO EXPECT THERE TO BE MORE THAN \$4 MILLION INCREASE AND CONTINUED DOOR TO DOOR GROWTH.

IN ADDITION TO THAT WE'RE ALSO SEEING CONTINUED GROWTH IN THE PLACEMENT OF STUDENTS IN THE PRIVATE SPECIAL EDUCATION FACILITIES AND OTHER COSTS OUTSIDE OF OUR CONTROL.

HOWEVER WE ARE CONTINUING THE NEXT PHASE OF WORK RELATED TO THE TRANSPORTATION CHALLENGE BY CONTINUING TO DO WHAT WE CAN TO OPTIMIZE OUR BUS ROUTES.

THAT WE HOPE WILL LEAD TO \$3.8 MILLION SAVINGS NEXT YEAR ALLOWING FOR THAT ENTIRE AREA OF COSTS TO ONLY AMOUNT TO \$300,000 INCREASE.

IN ADDITION TO THAT I'VE CALLED OUT ABOVE OUR BUS MONITOR COSTS ARE RISING RAPIDLY DUE TO THE GROWTH IN DOOR TO DOOR RIDERSHIP.

AS A RESULT OF THAT, WE'RE PLANNING FOR \$1.6 MILLION INCREASE IN BUS MONITOR COSTS BETWEEN FY18 AND FY19.

THIS YEAR OUR FINAL SLIDE ON TRANSPORTATION, WHAT IT SHOWS IS THAT WE ARE TRYING EVERYTHING WE CAN TO WORK ON NUMBER OF INITIATIVES TO REDUCE OVERALL COSTS.

AS MENTIONED A SECOND AGO WE WILL PHYSICIAN THE STRIVE TO MAKE OUR SYSTEM AS EFFICIENT AS POSSIBLE WITHOUT SACRIFICING SAFETY OR ON TIME PERFORMANCE.

ON THAT NOTE I'M HAPPY TO SAY THAT THE RESULT OF THE TRANSPORTATION CHALLENGE EARLIER THIS YEAR ALLOWED US TO REDUCE BUS FLEET BY 50 BUSES WHICH IS LARGEST SINGLE YEAR DROP THAT THE DEPARTMENT EVER HAD.

IN ADDITION TO THAT OUR ON TIME PERFORMNNESS HAS BEEN COMPETITIVE WITH PRIOR YEARS, IN FACT HAS BEEN BETTER THAN LAST YEAR FOR MOST OF THE LAST SIX MONTHS.

AS MENTIONED BEFORE, ALSO CONTINUE TO DO WHAT WE CAN RELATED TO OUR OPT OUT CAMPAIGN, JUST BEGUN THAT AGAIN THIS SPRING TO TRY TO REMOVE STUDENTS FROM SERVICE IF THEY'RE NOT RIDING A BUS.

THE OTHER POINTS THAT YOU SEE ON THE SLIDE WE'LL CONTINUE TO DO WHAT WE TO BE IMPROVE SERVICE DELIVERY, ONE POINT OF NOTE THAT WE WILL DO EVERYTHING WE CAN TO MAKE SURE THAT WE'RE MODERN NEEDING OUR MONITOR SERVICE TO BRING EFFICIENCY TO THAT UNIT AS WE HAVE TO OUR BUSING UNIT.

INNOVATION AND PARTNERSHIPS WE'RE VERY PROUD OF THE PARTNERSHIP THAT WE'VE GOT WITH MIT THROUGH TRANSPORTATION CHALLENGE LAST YEAR, WE ARE CONTINUING TO WORK WITH THEM ON INNOVATIONS THAT WE HOPE WILL YIELD COST SAVINGS AND IMPROVED SERVICE IN THE YEARS TO COME.

VENDOR CONTRACT MANAGEMENT, CLEARLY AS YOU CAN TELL MOST OF OUR BUDGET IS TIED UP IN OUR YELLOW BUSING COSTS WHICH ARE CONTROLLED BY OUR PRIVATE CONTRACTOR WHOM WE WORK CLOSELY WITH TO DELIVER SERVICES.

INCUMBENT UPON US TO CONTINUE TO DO WHAT WE CAN TO IMPROVE VENDOR CONTRACT MANAGEMENT THAT WILL HOLD CERTAIN THINGS IN CHECK LIKE EXCEPTION TIME WHICH WE TALKED ABOUT BEFORE.

THAT DRIVERS ARE BEING PAID FOR THE TIME THEY ACTUALLY SPEND DRIVING OUR STUDENTS TO AND FROM SCHOOL AND NOT FOR OTHER TIME.

IN ADDITION TO THAT WE'RE WORKING VERY CLOSELY WITH TRANSIT TO MAKE SURE THAT DRIVERS ARE BEING PUT BACK IN THE ROAD, DRIVERS LEADING BUS YARDS ON TIME AND SO ON AND SO FORTH.

WITH THAT, I'LL CLOSE OUT DISCUSSION FOR TRANSPORTATION BUT CERTAINLY WE'LL BE AVAILABLE TO ANSWER AS MANY QUESTIONS AS WE CAN AFTERWARDS.

I'D LIKE TO PASS IT TO LAURA, OUR EXECUTIVE DIRECTOR OF FOOD AND NUTRITION SERVICES, LAURA PRESENTED TO YOU BEFORE.

SHE'S A DELIGHT, A TREMENDOUS LEADER OF THIS DEPARTMENT, I EXPECT THAT YOU'LL THINK THE SAME AFTER HEARING FROM HER TODAY.

THANK YOU.

>> JUST WANT TO INTRODUCE SOME OF MY COLLEAGUES THAT HAVE ARRIVED DURING THE PRESENTATION.

COUNCIL WET ANDREA CAMPBELL JOINED US OFF TO MY RIGHT AS WELL AS MY IMMEDIATE RIGHT DISTRICT MATT O'MALLEY TO MY FAR RIGHT COUNCILOR KIM JANEY.

>> THANK YOU FOR THE OPPORTUNITY TO PRESENT UPDATE ON FOOD AND NUTRITION SERVICES FOR BOSTON PUBLIC SCHOOLS.

I WANT TO GO OVER --

>> HAVING TECHNICAL DIFFICULTY.

>> HERE WE GO.

>> TO PROVIDE UPDATE ON OUR BUDGET OVERVIEW HOW WE BUILT OUR BUDGET.

WE ARE A SCHOOL DISTRICT THAT PARTICIPANTS IN A NATIONAL SCHOOL LUNCH AND SCHOOL BREAKFAST PROGRAM AS WELL AS PROVIDE AFTER SCHOOL MEALS BY PARTING IN THESE PROGRAMS WE ARE REQUIRED TO SERVE MEALS THAT MEET FEDERAL MEAL PATTERN GUIDELINES.

THE F.D.A. WHICH ADMINISTERS OF THE PROGRAMS PROVIDES REIMBURSABLE MEALS. THE MAJORITY IS COVERED BY USDA AND GENERATED ON PER-STUDENT MEAL BASIS. WE RECEIVED BY USDA CAN INCREASE ANNUALLY ON AVERAGE BETWEEN 1-2%. HOWEVER, EVEN WITH INCREASE DOES NOT ADDRESS ESCALATING COSTS OF FOOD AND LABOR WHICH TWO LARGEST EXPENSES THAT WE HAVE SEEN A CONTINUAL RISE IN THIS YEAR.

AS PART OF THOSE COSTS THIS YEAR WE EMBARKED ON AN OPPORTUNITY TO PROVIDE A DIFFERENT MODEL OF SERVICE FOR SCHOOLS THAT DO NOT HAVE KITCHENS WHICH WE CALL SATELLITE SCHOOLS.

WE SELECTED REVOLUTION FOODS FOR BREAKFAST AND LUNCH MEALS FOR THEIR FRESH FOOD MODEL.

WE ALSO SELECTED PREFERRED MEALS TO PROVIDE AFTER SCHOOL MEALS TO SCHOOLS THAT HAVE AFTER SCHOOL PROGRAMS.

BOTH OF THESE VENDORS PROVIDE PREPACKAGED MEALS THAT ARE HIGHER QUALITY BUT COME AT INCREASED PRICE.

WE DO RECOGNIZE THAT THERE IS OVERALL CHALLENGE OF PROVIDING HIGH QUALITY FOOD AND HIGH NUTRITIONAL VALUE WITHIN BUDGETS THROUGH ALL OF OUR SCHOOLS.

WE FOCUS ON BEING SELF SUSTAINING AND MEET OUR BUDGET NEEDS BASED ON FEDERAL REIMBURSEMENT.

WE HAVE SEEN DECLINE IN THE LAST FEW YEARS HAVING RELIED BY DISTRICT GENERAL FUND BUT INCREASE THIS YEAR.

WE ARE DRIVEN ON PER-MEAL, WE FOCUS ON PARTICIPATION AND WHERE WE CAN MAKE IMPACT.

OUR RATES VARY ACROSS THE DISTRICT DEPENDING ON SCHOOL AND TYPE OF KITCHEN HOWEVER THEY CAN BE HIGHER THAN THE NATIONAL AVERAGE.

WE ARE COMMITTED TO DECREASING THE DEFICIT TO IMPROVING PURCHASING, STAFFING AND PLANNING REVIEWS, WE ARE COMMITTED TO PILOTING OUT DIFFERENT PROCESSES TO ENSURE NOT ONLY PROVIDING GOOD FOOD TO OUR STUDENTS THAT ARE EFFICIENT AND COSTLY AS WELL.

A FEW WORDS ABOUT OUR -- FURTHER HIGHLIGHT THE PARTNERSHIP BETWEEN OUR TWO NEW PARTNERS, REVOLUTION FOODS FOR BREAKFAST AND LUNCH DEALS AND PREFERRED MEALS FOR AFTER SCHOOL MEALS AND AN OPPORTUNITY FOR US TO GIVE STUDENTS BEST MEALS POSSIBLE.

OPPORTUNITY TO PROVIDE DIFFERENT MODEL TO GO FROM FROZEN MEALS TO MEALS DELIVERED FRESH DAILY.

EACH PROGRAM PROVIDES SIGNIFICANT BENEFITS TO OUR STUDENTS AND TO OUR STAFF.

INCLUDES FRESH OPTIONS AND CLEAN LABELS MEANING OUR FOOD HAS NO ARTIFICIAL COLORS, FLAVORS.

WE ARE CUSTOMER SERVICE ORIENTED, THEY HAVE SERVICE MODEL FLEXIBILITY AND WITH LOCATIONS INTRODUCED NEW PARTNERS SUCH AS THE FOOD CORPS AND COMMONWEALTH AND UTILIZE OUR LOCAL PRODUCTS SUCH AS FRESH FISH AND SEASONAL PRODUCE.

AS I STATED OUR GOAL TO BE SELF SUSTAINING BASED ON FEDERAL REIMBURSEMENT NOT USE GENERAL FUNDING.

WE BUILT OUR BUDGET TO BE BASED ON ALL COSTS BY REIMBURSEMENT.

OUR TWO BIGGEST EXPENDITURES COVER TWO AREAS, FOOD AND LABOR.

THIS YEAR WE ARE PROJECTING FOOD COSTS TO BE AT 56.7% OF OUR REVENUE AT \$20.1 MILLION WHICH IS UP 3.7% FROM LAST YEAR.

OF THIS BUDGET 64% REPRESENTED BY THE VENDOR MEALS PROGRAM.

LABOR IS SIGNIFICANT COST HAT 42% OF THE TOTAL BUDGET AT \$12.1 BENEFITS AND BENEFITS OF \$2.8 MILLION.

REPAIR, MAINTENANCE, FACILITIES, PAPER IS PROJECTED AT 7.6% OF OUR REVENUE TOTAL OF \$\$2.3 MILLION.

THIS SLIDE IS THE OVERALL BUDGETED PROJECTED FOR FY18 PLUS PROPOSED BUDGET FOR FY19.

BREAKS DOWN OUR REVENUE AND COSTS FURTHER.

WE ARE PROJECTING A DROP IN REVENUE SPECIFICALLY IN BREAKFAST AND LUNCH AT 3.8 AND 2% RESPECTIVELY.

WE ALSO ANTICIPATE RECEIVE REVENUE FROM -- IT HATS NOT BEEN AWARDED WE'RE NOT ADDING TO OUR BUDGET, POTENTIAL TO DECREASE DEFICIT AS IT BECOMES AVAILABLE WHICH IT HAS IN THE PAST YEARS.

THESE ISSUES ARE RESULTING IN LOSS OF REVENUE OF \$1.04 MILLION.

WE ARE PROJECTING INCREASE EXPENSE IN FOOD COSTS RELATED TO TWO VENDED MEAL FOR BREAKFAST AND LUNCHAGE AFTER SCHOOL MEALS.

BOTH OF THESE PROGRAMS RESULT IN AN ADDED COST OF ABOUT \$594,000 TO OUR BUDGET.

MUCH OF THIS EXPENSE FOR PROCEED TOURNAMENT OF MORE FRESH FOOD FOR STUDENTS WHICH HAS SHORTER SHELF LIFE.

AND OF THIS, 594,000, 540,000 RESULTS FROM INCREASE IN PARTICIPATION BY STUDENTS IN THE EXTENDED LEARNING TIME SCHOOLS.

THIS REPRESENTS SERVICE OF ADDITIONAL 2800 MEALS PER DAY.

ALSO PROJECTING A SIGNIFICANT INCREASE IN LABOR COSTS BY \$800,000.

INCREASE FROM OUR PART-TIME AND FULL TIME CAFETERIA EMPLOYEES, OF THIS DEFICIT, 424,,000 FROM 44 EMPLOYEES THAT WERE NOT CHARGED TO OUR BUDGET IN '16-18.

THERE FOR DID NOT ACCOUNT FOR PROPERLY IN OUR BUDGET IN 17 OWE 18.

IN ADDITION THE BUDGET DID NOT RECOGNIZE CURRENT -- CORRECT UNION

CONTRACT PAY INCREASE WHICH RESULTED IN ADDITIONAL \$175,000.

WITH THAT DEFICIT -- ADDITIONAL IS ALSO INCLUDES ADDITIONAL HOURS WORKED AND OVERTIME.

WE WERE ABLE TO ACHIEVE SAVINGS IN THE CATEGORY OF OTHER BY ABOUT \$156,000.

THIS CATEGORY ENCOMPASSES EQUIPMENT, PURCHASES AND MAINTENANCE.

THIS SLIDE SHOWCASES THE PARTICIPATION PROJECTION OF THE NUMBER OF MEALS BY MEALS TYPE.

BREAKFAST, LUNCH AND AFTER SCHOOL MEALS.

IT COMPARES THE PARTICIPATION OF THIS SCHOOL YEAR '16, '17 AND '18.

THERE ARE DECLINES IN BREAKFAST AND LUNCH BUT WE ARE PROJECTING INCREASE OF 19% IN THE AFTER SCHOOL MEAL PROGRAM.

AND ALTHOUGH WE'VE HAD SOME CHALLENGES IN OUR BUDGET WE'VE ALSO HAD OPPORTUNITIES TO GROW AND STRATEGIZE ON OTHER WAYS WE CAN CONTINUE TO EVOLVE OUR DEPARTMENT.

I'D LIKE TO SHOWCASE SOME OF THE BRIGHT SPOTS WE HAVE IN THE STRATEGY PLANNING FOR NEXT SCHOOL YEAR.

THE FIRST BRIGHT SPOT IS PROJECT WE LAUNCHED IN EAST BOSTON THIS YEAR OUR GOAL IS FRESH IRRELEVANT FOOD, ACHIEVE EQUITY AND ABOVE ALL IMPROVE THE DINING EXPERIENCE FOR STUDENTS.

WITH SUPPORT OF THE SHAW FAMILY FOUNDATION WE HAD SOFT LAUNCH IN SPRING OF 2017.

A FULL SCHOOL OPERATION IN THIS YEAR AS RESULT OF THE PILOT WHICH IS GIVING US FLEXIBLE MENUS AND INCREASE PARTICIPATION.

THE FOCUS IS ON CHOICE AND CONSUMPTION.

WANT THE OPPORTUNITY TO TEST OUT DIFFERENT SERVICE MODEL, IS THAT RESULT IN OFFERING STUDENTS FOOD MADE FROM SCRATCH WHERE THEY ONLY HAD FACILITIES TO PROVIDE PREPACKAGED MEALS.

WE WANTED TO EXPOSE STUDENTS TO MAKE CHOICES OF WHAT THEY WANTED TO EAT AND ENSURING THAT IT IS WITHIN OUR PER MEAL REIMBURSEMENT BUDGET.

STUDENTS LOVED THE OPPORTUNITY TO MAKE CHOICES AND WE LOVE THAT THOSE CHOICES NEED REIMBURSABLE MEAL REQUIREMENT.

BY FOCUSING ON PRODUCTION, PROCUREMENT, TRAINING AND CONSUMPTION WE WERE ABLE TO CREATE COST SUFFICIENCY ON VOLUMES OF ITEMS BEING PRODUCED, CONSISTENCY OF THE MENU.

AND WE SAW INCREASES IN PARTICIPATION AND OPPORTUNITY TO REDUCE THE NUMBER OF PREPLATED MEALS WE'VE HAD TO PURCHASE.

I'M HAPPY TO ANNOUNCE THAT MAYOR WALL EVERYBODY WILL EXPANDS THE HUB AND SPOKE MODEL TO 5 NEW SCHOOLS.

THE MODEL WHICH WAS NOW BRANDED RENAMED THE MY WAY CAFE, IN SPANISH IT'S CALLED -- REPRESENTS A MAJOR BPS PARTNERSHIP WITH THE SHAW FAMILY FOUNDATION, BOSTON PUBLIC SCHOOLS AND OUR DEPARTMENT AND PUBLIC FACILITIES DEPARTMENT.

ADDITIONAL 5 SCHOOLS ARE LOCATED IN THE EAST BOSTON, ROXBURY AND MATTAPAN AREA.

WHERE BPS LABELED THESE NEIGHBORHOODS AS HIGH PRIORITY, AND WE ALSO CONSIDERED ECONOMICALLY DISADVANTAGED STUDENTS WHICH IS HIGHER THAN IT IS ACROSS THE DISTRICT AS WELL AS HIGHER OPPORTUNITY INDEX AND PARTICULAR NEIGHBORHOODS WE HAD VERY HIGH PARTICIPATION SO WE KNOW THE NEED FOR OUR STUDENTS IS THERE.

SOME OF OUR OTHER SIGNIFICANT HIGHLIGHTS INCLUDES SIGNED FOUR-YEAR CONTRACT WITH THE UNION THAT ALL OUR CAFETERIA EMPLOYEES, RESULTED IN 2% INCREASE, WE WERE ABLE TO OBTAIN MEALS PER LABOR HOUR FORMULA THAT PROVIDES NUMBER OF LABOR HOURS NEEDED TO SUPPORT EACH CAFETERIA BASED ON VARIABLES SUCH AS LUNCH PERIODS, ENROLLMENT, SCHOOL TYPE AND MEAL TYPE.

IN ADDITION WE HAVE MOVED AWAY FROM THE BIG PROCESS FOR HIRING STAFF WE INTRODUCE THOSE INTERNAL AND EXTERNAL CANDIDATES AND OFFER ENTRY LEVEL PERMANENT POSITIONS.

ANOTHER FOCUS FOR THIS YEAR WAS BREAKFAST IN THE CLASSROOM AND BREAKFAST AFTER THE BELL.

PROPOSED LEGISLATION WAS ASSIGNED TO THE SENATE COMMITTEE ON WAYS AND MEANS IN APRIL.

IT REQUIRES SCHOOLS WITH 60% OR MORE STUDENTS ELIGIBLE TO REDUCED MEALS AFTER AND CONTINUE TO ENVISION BREAKFAST AFTER THE BELL TO BE AN OPPORTUNITY TO BUILD NUMBER OF STUDENTS WHO EAT MORNING MEAL AT SCHOOL.

WHETHER IT IS AFTER THE BELL OR ON THEIR WAY TO CLASS CONTINUE TO WORK WITH SCHOOLS TO CUSTOMIZE A MODEL THAT WORKS BEST.

IT IS AN OPPORTUNITY TO PREPARE OUR STUDENTS FOR SCHOOL.

THIS YEAR WE WERE ABLE TO ADD TWO NEW LOCATIONS TO PROVIDE BREAKFAST IN THE CLASSROOM AS WELL AS FIVE NEW LOCATIONS THAT ARE PILOTING OUT BREAKFAST AFTER THE BELL OPTIONS, WE FOCUS FOR NEXT YEAR TO INCLUDE AS MANY OF OUR NEW MY WAY CAFE SCHOOLS TO LAUNCH THESE INITIATIVES ALONG WITH NEW CAFETERIA.

ANOTHER BRIGHT SPOT WE THROUGH THE SUPPORT OF THE FOUNDATION WE HAVE BECOME MEMBERS OF THE URBAN SCHOOL FOOD ALLIANCE.

THIS GROUP LED BY THE SIX LARGEST DISTRICTS IN THE COUNTRY THAT ARE FOCUSED ON CHANGING HOW WE CAN PURCHASE ITEMS FOR OUR SCHOOL MEAL PROGRAM TO LEVERAGE OUR PURCHASING POWER TO DRIVE QUALITY UP AND COSTS DOWN WHICH ARE OTHER WAYS LOOKING TO CONTINUE TO FOCUS ON DRIVING OUR COSTS DOWN. BPS ALONG WITH THE -- FINALLY, BPS ALONG WITH THE MAYOR'S OFFICE OF FOOD ACCESS RECEIVED \$150,000 AWARD FROM THE AMERICAN BEVERAGE ASSOCIATION TO HAVE THE OPPORTUNITY TO IMPROVE ACCESS TO FRESH FRUITS AND VEGETABLES AMONG BPS STUDENTS THROUGH INCREASED PARTICIPATION IN AND CONSUMPTION OF SCHOOL MEALS.

THROUGH THIS AWARD WE'RE FOCUSED ON STUDENTS TO FACILITATE SCHOOL MEAL PROGRAM.

THE GOAL OF THIS PROGRAM TO MAKE ALL STUDENTS FEEL AS SCHOOL MEALS ARE A GOOD OPTION.

WE'LL CONTINUE TO FOCUS THIS YEAR TO DRIVE DOWN OUR COSTS AND TO ENSURE OUR STUDENTS BENEFIT FROM ENJOYABLE HEALTHY MEALS AT SCHOOL.

WE ARE FOCUSED ON OUR PROCESSES TO IMPLEMENT MY WAY CAFE, UTILIZE PURCHASING POWER TO DRIVE DOWN OUR COSTS, IMPLEMENT BREAKFAST IN THE CLASSROOM OR AFTER THE BELL OPTIONS ALSO TO CONTINUE ELEVATING OUR QUALITY AND CONTINUE TO MARKET OUR PROGRAM TO STUDENTS.

THANK YOU.

>> THANK YOU.

>> THANK YOU, JOHN.

WE'VE BEEN JOINED BY DISTRICT CITY COUNCILOR FRANK BAKER OFF TO PYRITE. AND OFF TO MY LEFT AT LARGE CITY COUNCIL MISS PRESS PLEA.

AGAIN I'LL ASK MY COLLEAGUES, CUT YOU WITH FIVE MINUTES ON FIRST ROUND BECAUSE THERE ARE MANY PEOPLE HERE.

INCLUDING MYSELF.

ON THE LABOR COSTS ON PAGE 12, IT LOOKS LIKE -- PROJECTING ALMOST A \$2 MILLION PLUS LABOR COST SAVINGS.

HOW ARE WE GETTING TO THAT IN LIGHT OF RAISES AND EVERYTHING ELSE, REDUCING THE WORKFORCE OR COMPARING IT TO THE FY18 ACTUALS 14.9 MILLION THEN PROPOSED BUDGET FOR '19.

>> THE PROPOSED BUDGET WHICH WE CURRENTLY HAVE IN FUTURE -- IN OUR PROCESS.

IT DOESN'T INCLUDE SOME OF THE NEW ADDITIONS THAT WE HAVE.

IT'S NOT OFFICIAL YET.

I KNOW THAT IT IS A DISTINCTIVE DIFFERENCE BUT SOMETHING THAT WE'RE MODELING SOME OF OUR CHANGES INCLUDING HOW WE'RE CHANGING -- UTILIZING THE MY WAY CAFE HOW WE CAN BE ABLE TO MINIMIZE SOME OF OUR COSTS AND LABOR WITH THE NEW MODEL.

THE HUB TO SPOKE.

>> THAT DEMONSTRATED TO BE PLACE THAT WE CAN SAVE MONEY ON FOOD?

>> YES.

THE INFORMATION THAT WE HAVE ON THE GOALS PRESENTED TO THE SCHOOL COMMITTEE FEW WEEKS AGO WE ARE SEEING -- WE ARE SEEING HIGHER COST, BUT LOWER COST IN THE FOOD COSTS, IN THE COST OF THE FOOD BECAUSE OF THE TIGHTER CONTROLS AND PRODUCTION AND TIGHTER CONTROLS IN CONSUMPTION.

>> I'M NOT TRYING TO BE COMBATIVE HERE BUT IT SEEMS LIKE YOUR FOOD COSTS STAY ABOUT THE SAME, AT LEAST ON THIS SLIDE. THE FOOD COSTS ABOUT THE SAME, BUT THE LABOR COSTS GOES DOWN SIGNIFICANTLY.

MAYBE OFF LINE OR YOU CAN FOLLOW UP WITH HOW WE'RE ARRIVING AT THAT SIGNIFICANT LABOR COSTS SAVINGS.

>> I WILL DO THAT, THANK YOU.

>> I'M GOING TO SHIFT TO TRANSPORTATION.

THIS CAME UP OBVIOUSLY AT THE LAST HEARING WE HAD SPONSORED BY COUNCILOR ESSAIBI GEORGE.

THE CONTRACT IS -- CAN YOU GIVE US AN UPDATE ON WHERE WE ARE AND THAT PROCESS TO EITHER EXTEND THEM OR NOT THEN BEFORE YOU ANSWER, AGAIN LOOKING AT SLIDE 35, YEAR THAT WE TOOK THEM ON AS A VENDOR THE COSTS GOING UP \$20 MILLION FROM 2013 TO 2014, THE YEAR THAT WE I GUESS GOT THAT CONTRACT.

THAT HAS LEVELED OUT BUT THAT WAS 2% INCREASE IN ONE YEAR AND IT WAS BY -- FROM THE CONTRACTOR I'M ASSUMING SO IF YOU CAN GIVE ME SOME BACKGROUND ON THAT.

>> I'D LIKE TO ANSWER YOUR SECOND QUESTION FIRST I'LL GET TO YOUR FIRST. THE REASON WHY THERE'S SUCH A JUMP IN COSTS FIRST YEAR THAT CAME INTO THE CONTRACT WITH BOSTON PUBLIC SCHOOLS IS SIMPLY A RESULT OF THE NATURE OF THE CONTRACT.

PRIOR TO TRANSIT TAKING THAT WORK, THE CONTRACT HAD A CAP ON EXPENSES AND IF THE VENDOR WENT OVER THAT THRESHOLD FOR EXPENSES THEN THE VENDOR NEEDED TO INCUR THOSE COSTS ON THEIR OWN AND NOT BE REIMBURSED BY THE SCHOOL DISTRICT OR THE CITY.

WHEN THAT CONTRACT WAS WINDING DOWN WE RELEASED AN RFP UNDER THOSE SAME TERMS AND BECAUSE THIS IS RELATIVELY SMALL INDUSTRY WITH ONLY CERTAIN NUMBER OF PLAYERS INVOLVED, THE NATIONAL LANDSCAPE FOLLOWING THIS UNDERSTOOD THAT THE PRIOR VENDOR WAS OPERATING AT A LOSS FOR MULTIPLE YEARS BECAUSE OF THE NATURE OF THE CONTRACT.

WHEN WE PUT THAT DOCUMENT OUT TO BID NO ONE BID ON THE WORK BECAUSE OF THAT RESTRICTION THERE THAT THERE WOULD BE FINITE CAP ON EXPENSES WHICH WOULD THEN MOST LIKELY LEAD TO THE VENDOR OPERATING AT A LOSS.

IN ORDER TO ATTRACT COMPETITION AND INTEREST WE REMOVED THAT CONDITION IN A SUBSEQUENT ROUND OF RFP AND THAT IS WHAT YIELDED A GOOD RESPONSE FROM A NUMBER OF VENDORS INCLUDING TRANSDEV CAME IN ROUGHLY I BELIEVE TEN \$10-12 MILLION BELOW IN TERMS OF THE MANAGEMENT FEE THEY WERE LOOKING TO CHARGE THE DISTRICT.

THEY WERE EXTREMELY COMPETITIVE IN THEIR PROPOSAL AT THE TIME AND QUITE FRANKLY THEY HAVE DONE A GOOD JOB OVER THE LAST FIVE YEARS.

SO AGAIN ANSWERING THAT SECOND QUESTION FIRST, THAT IS WHY THERE'S SUCH A JUMP IN COSTS NOT NECESSARILY BECAUSE OF THE VENDOR WHO WAS HERE BUT MORE SO BECAUSE OF THE CONTRACT THAT HAD BEEN IN PLACE AT THAT TIME.

AS FOR THE CONTRACT FOR THE VENDOR CENTER FOR NEXT YEAR WE'VE ALREADY BEGUN, NEARLY COMPLETED THE PROCESS OF EXTENDING TRANSDEV FOR ANOTHER YEAR AS PART OF THAT CONTRACT WITH TRANSDEV IT WAS FIVE-YEAR CONTRACT WITH A SERIES OF ONE-YEAR OPTIONS THE CITY'S DISCRETION.

KNOWING WHAT WE SEE FROM THE LANDSCAPE, KNOWING THAT TRANSDEV WAS FAR LOWER THAN NEXT MOST RESPONSIBLE BIDDER DURING THE LAST ROUND, KNOWING THAT WE'RE ABOUT TO EMBARK UPON DRIVER NEGOTIATIONS WITH OUR DRIVERS' UNION, KNOWING SOME OF THE GROWTH THAT THEY HAVE SHOWN US, PARTICULARLY ESPECIALLY AFTER ARRIVAL OF THE NEW GENERAL MANAGER AT TRANSDEV WE FELT MOST PRUDENT TO EXTEND THEM FOR ANOTHER YEAR AT THIS TIME.

>> PLANS FOR NEXT YEAR?

>> MOVING FORWARD.

WE DO BELIEVE THAT THERE WILL BE A FURTHER DROP BUT WE DON'T GET -- KNOW AT THIS TIME WHAT THAT WILL BE.

ALL VERY DYNAMIC AND DEPENDENT ON WHERE STUDENTS GO TO SCHOOL, WE WON'T HAVE FINAL ENROLLMENT DATA.

>> THEN IF YOU HAD ABILITY TO GO BACK TO SLIDE, LOOKS LIKE PAGE FIVE. NEAR PLEA 11% OF THAT NUMBER.

HOWEVER EVEN THOUGH THERE ARE ONLY 11% ROUGHLY ONE TENTH OF ALL OF THE STUDENTS WE TRANSPORT THEY AMOUNT TO ROUGHLY 40% OF OUR COSTS.

>> MNUCHIN WERE ASSIGNED TO A BUS EVEN THOUGH REREFUSED TRANSPORTATION BUT THAT SEAT WAS RESERVED FOR MY KIDS.

IS THAT STILL HAPPENING, IF SO, HOW WE CATCH UP ON THAT?

I WOULD ASSUME FIRST GET TO SCHOOL WE KNOW WHO IS ON AND WHO IS NOT. WE RECALCULATE, IS THAT HOW THAT WORKS?

>> AROUND THIS TIME LAST YEAR WHERE WE LAUNCHED REALLY FIRST VERY SOPHISTICATED ATTEMPT TO REMOVE STUDENTS FROM SERVICE WHO ARE NOT RIDING A BUS WE CALL IT OUR OPT OUT CAMPAIGN.

BY LAW WE ARE REQUIRED TO PROVIDE PRANCE TORE TAKES WE HAVE TO CONTINUE TO DO SO UNTIL OR UNLESS WE GET PARENTAL CONSENT OR GUARDIAN CONSENT TO REMOVE THEM FROM SERVICE.

WE IDENTIFIED LAST YEAR THROUGH A LENGTHY PROCESS IN WORKING CLOSELY WITH OUR SCHOOLS TO UNDERSTAND FROM THEIR ROSTERS WHO IS RIDING THEM AND WHO IS NOT.

WE COMPILE THE LIST OF 2,000 STUDENTS WHO ARE NOT REGULARLY RIDING THE BUS AT ALL OVER ENTIRE COURSE OF THE '16-17 SCHOOL YEAR.

ACTUALLY REMOVE THEIR CHILDREN FROM SERVICE WE IDENTIFIED ROUGHLY,000 STUDENTS WHO NEVER RODE THE BUS THAT YIELDED 11,000 STUDENTS SEATS BEING FREE UP FROM SERVICE.

THE UP SHOOT OF THAT IS MORE TO IMPROVE SERVICE AND TIMELINESS OF TRANSPORTATION, IT'S NOT NECESSARILY GOING TO IMPROVE COSTS BECAUSE COSTS ARE ALREADY SET BY THE DRIVER'S BID.

WE'RE NOW STARTING THAT FIRST PROCESS OVER AGAIN.

WE ARE GOING TO LAUNCH CALL CENTER.

WE'RE GETTING DATA FROM SCHOOLS ON RIDERSHIP.

SELECT ONE FOR THE CHILD.

>> IN SOME CASES MAKING THESE PHONE CALLS WE HAVE TO BE CAREFUL ABOUT THAT.

>> THAT YOU'RE AWARE OF.

>> NOT THAT I'M AWARE OF.

IT MIGHT BE HAPPENING BUT NOT THAT I'M AWARE OF.

>> PARTNERING WITH SCHOOL DISTRICTS AS THOUGHT SOME OF THOSE TYPES OF COMPANIES ANY THOUGHT GIVEN TO THE COMPANIES THAT DO IT AND ARE THEY DOING IT IN A BUS CAPACITY AS OPPOSED TO JUST A CITY CAPACITY.

>> THERE SEEMS TO BE GROWING INDUSTRY IN THAT SPACE.

COMPANIES LIKE SHEPARD AND ZEM CAR NOT JUST UBER AND LYFT OF THE WORLD WE'RE NOT AS SCHOOL DISTRICT WE ARE NOT ABLE TO PARTNER WITH THEM DIRECTLY BY DRIVER'S CONTRACT, OUR DRIVERS NEED TO BE ONES TRANSPORTING OUR STUDENTS BY LAW WE NEED TO BE TRANSPORTING STUDENTS IN HIGHLY REGULATED VEHICLES.

SO WE CANNOT GO FOR THOSE RELATIONSHIPS F. FAMILIES DO THAT ON THEIR OWN THAT'S UP TO THEM THEY HAVE THAT FREEDOM TO DO THAT.

>> GREAT.

ON SLIDE 22, LAST QUESTION.

ON TRANSPORTATION.

PREPAROCHIAL.

WHO IS THAT, HOW IS THAT HAPPENING?

>> TRANSPORTING SCHOOL CHILDREN TO SCHOOL.

>> CORRECT.

>> IS IT AN EXPENSE SITUATION OR --

>> NO.

THERE ARE AS YOU CAN SEE THERE ARE 326 PRIVATE PAROCHIAL STUDENTS ATTENDING CATHOLIC SCHOOLS WE'RE TRANSPORTING THEM TO AND FROM SCHOOL EVERY DAY.

THAT'S --

>> KNEW FRICTION QUESTION, JUST ONE.

TO LAURA, YOU EXPLAINED THE PROGRAM HOW ARE THEY CHOSEN?

WHAT WAS THE SORT OF METRICS THAT WENT INTO THIS NOW WE'RE GOING TO OPEN UP 25 SCHOOLS IN ROXBURY, MATTAPAN, SAY PARENTS AND CHILDREN THAT ARE IN SCHOOLS ALL ACROSS THE CITY IF THEY LIVE IN WEST ROXBURY, CHARLESTOWN, COMING TO SCHOOL SOON?

>> IF I HAD MY WAY WE -- WE FOCUSED ON -- WE FOCUSED ON THE SCHOOLS THAT WERE LABELED BY BPS WITH NEIGHBORHOODS THAT WERE IN CHALLENGING ALSO TAKING IN A LOT OF OTHER FACTORS SUCH AS OPPORTUNITY INDEX AS WELL AS THE REDUCED PRICE MEAL ELIGIBILITY RATE AND OUR PARTICIPATION.

WE DO HAVE LOT OF OTHER DISTRICTS -- LOT OF OTHER NEIGHBORHOODS THAT ARE CLOSE TO BUT THOSE ARE THINGS THAT WE LOOKED AT, WE FOCUS ON FIRST.

WE WANT TO HAVE OUR FAMILIES TO BE ABLE TO EXTEND ACROSS DISTRICT.

ESPECIALLY SEEING IT AS OPPORTUNITIES TO INCREASE PARTICIPATION BUT LOWER OUR COSTS.

>> THANK YOU.

>> THANK YOU.

WE'VE BEEN JOINED BY COUNCILOR LYDIA EDWARDS, CHAIR RECOGNIZES COUNCILOR TIM FLAHERTY.

TIM MCCARTHY.

>> GOOD AFTERNOON, EVERYBODY.

I'LL MOVE QUICKLY.

50 LESS BUSES I'M VERY HAPPY ABOUT THAT I'LL STICK WITH TRANSPORTATION FOR A LITTLE BIT HERE.

ON TIME PERCENTAGE IS 90%, HOW ARE WE WORKING TO GET THAT HIGHER.

90% IS GREAT ON A TEST BUT IF YOU'RE ONE OF THE 10% FAMILIES, HOW ARE WE DOING ON THAT?

>> I GUESS TO ANSWER THAT QUESTION IN TWO PARTS.

CERTAINLY WE'RE DOING EVERYTHING WE CAN TO IMPROVE THAT.

WE'RE PROUD OF THE FACT THAT DESPITE SOME SIGNIFICANT CHANGES TO OUR BUSING SYSTEM THIS YEAR WE'RE ABLE TO MAINTAIN A RELATIVELY HIGH ON TIME PERCENTAGE ON PAR WITH PREVIOUS YEARS, SLIGHTLY BETTER THAN LAST YEAR.

WE WILL CONTINUE TO DO WHAT WE CAN WITH THAT.

ONE OF OUR EFFORTS FROM TECHNICAL STANDPOINT MAKE SURE THAT WE'RE UPDATING THE MAP THAT FEEDS INTO THE ROUTING ENGINE THAT WE USE, THIS IS CALLED VERSI-TRAN.

TRYING TO MAKE SURE THAT MAP IS UPDATED AS POSSIBLE.

ALSO AS DYNAMIC AS POSSIBLE.

RIGHT NOW WE DON'T HAVE AS MUCH FLEXIBILITY ACROSS THE MORNING AND AFTERNOON TO RESET THE ACTUAL TRAVEL SPEEDS THAT OUR BUSES WOULD FIND OUT ON THE ROADS.

WE'RE RIGHT NOW HELD TO TRAVEL SPEEDS FROM YEARS AGO, THE PROCESS OF TRYING TO UPDATE THAT.

FROM A LESS TECHNICAL AND MORE OUT OF OUR CONTROL SIDE OF IT WE ALSO HAVE AN ISSUE WITH EVERY MORNING WE HAVE A STAND-BY BID THAT SOMETIMES TAKES 30-45 MINUTES FOR THOSE DRIVERS WHO ARE NOT AVAILABLE THAT DAY FOR THEIR ROUTES TO BE BID ON BY OTHER DRIVERS WHO ARE AVAILABLE.

THAT ALSO HOLDS US BACK BY NOT ALLOWING US TO GET THE BUSES OUT OF THE YARDS AS QUICKLY AS POSSIBLE AND ON THAT NOTE WE CONTINUE TO SUFFER SLIGHTLY WITH YARD DEPARTURE RATES THAT ARE STILL HOVERING AROUND 40-50% OF BUSES LEAVING OUR BUS RIDES.

WE CONTINUE TO WORK WITH TRANS-DEV AND WORK WITH OUR DRIVERS MAKE SURE THAT THEY'RE DOING WHAT THEY CAN TO GET OUT OF THE YARD TO HAVE EFFICIENT STAND BY PROCESSES TO SHOW UP TO DRIVE EVERY DAY.

>> I KNOW THAT IT'S BRAND NEW BUT MORE OF HEADS UP THAN ANYTHING ELSE, WASHINGTON STREET RUNS, WE HAVE DEDICATED BUS LANE.

INTERESTING TO SEE IF YOU CAN KEEP DATA ON TIME RATES OF THE BUSES THAT UTILIZE THAT PATH.

WE WERE OUT THERE THIS MORNING AND BUSES RIGHT UP THROUGH FOREST HILLS, I'M CURIOUS TO SEE IF THERE'S BETTER ON TIME WITH THAT AND THAT MIGHT BE ABLE TO BE REFLECTED IN OTHER POSSIBLE BUS LANES THROUGHOUT THE CITY.

I KNOW YOU HAD -- WE TALKED ABOUT GPS TRACKING BEFORE ARE THOSE ON BUSES NOW?

>> CORRECT.

THOSE ARE ON THE BUSES.

THEY WENT INTO OUR BUSES AT THE TIME OF THE LAST COLLECTIVE BARGAINING AGREEMENT WITH BUSING UNION.

SO THEY ARE ON OUR BUSES.

WE USE IT WHEN SO-CALLED QUALIFYING EVENTS OCCUR MIND THE WHEEL SUCH AS ACCIDENTS OR SPEEDING OR SAFETY INCIDENTS.

WE ARE ALLOWED TO USE PER THE CONTRACT TO DISCIPLINE DRIVERS TO MONITOR DRIVING ON REGULAR BASIS.

PART OF THE REASON WHY THE EXCEPTION TIME ISSUE WE DISCUSSED BEFORE HAS BEEN SOMEWHAT OF PROBLEM IN RECENT YEARS BECAUSE WE CANNOT USE THE DATA TO COMBAT THAT.

>> AS FAR AS BUS DRIVERS THEMSELVES EVEN MORE PET PEEVES.

I KNOW YOU AND I HAVE TALKED AT LENGTH ABOUT WHEN THEY STOP AND JUST RANDOMLY WAITING FOR SOMEBODY.

TWO THINGS, ONE CAN WE KEEP THEM OFF THE SIDEWALKS, BECAUSE OLD PUBLIC WORKS GUY, THEY DESTROY THE CONCRETE, ESPECIALLY ON NEW Poured CONCRETE I THINK THAT PUBLIC WORKS WILL PROBABLY GO AFTER YOU A LITTLE BIT ON SOME OF THAT.

THEY DO DESTROY THE CONCRETE SIDEWALKS I MADE FOR BOSTON.

SECOND THING IS, CUT THROUGHS.

I DON'T KNOW IF OTHER COUNCILORS HAVE HAD ISSUES BUT SPECIFICALLY IN HYDE PARK ALL COME BACK, ALL OF THE BUSES DON'T STAY ON THE MAIN ROAD.

SO LIKE CHARLES STREET IN PARTICULAR, ALL OF THE BUSES WILL GO DOWN SUMMER AS WHERE THE SCHOOL IS, THEY WILL TAKE A RIGHT THEN TAKE A LEFT ON TO CHARLES STREET.

LITERALLY IF YOU'RE ON CHARLES STREET THERE IS 100-PLUS BUSES GOING IN ABOUT 45-MINUTE PERIOD, BUS AFTER BUS.

NEIGHBORS ARE LOSING THEIR MIND, DIESEL FUEL FILLS UP THEIR STREET.

LAST THING I HAVE IS -- LAST THING FOR NUTRITION.

LOT OF THE TEACHERS I'VE TALKED TO IN DISTRICT 5 HAVE COMMENTED ABOUT THE THROW AWAY POLICY WITH FOOD.

LOT OF THEM ARE CONCERNED BECAUSE BY POLICY THEY ARE FORCED TO THROW AWAY FOOD THAT IS ACTUAL PLEA GOOD, ORANGES, BANANAS, APPLES, HOW CAN WE ADDRESS THAT?

LOT OF THE TEACHERS ARE PROBABLY NOT FOLLOWING THAT RULE, KEEPING THE FRUIT AND GIVING TO KIDS LATER ON, GIVING TO THEM ON THE WAY HOME.

HOW DO WE ADDRESS THAT?

>> OFFICIAL REGULATION THROUGH THE USDA THAT IN ORDER TO BE A SAFE PROGRAM WE WANTED TO MAKE SURE THAT THE FOOD IS PROVIDED AND SERVED IN A SAFE MANNER TO CHILDREN.

ONCE IT IS SERVED TO IN WHICH WE CREATE SHARED TABLES WHICH WE DO HAVE IN CAFETERIAS.

WE ALSO WHEN SCHOOL IS PARTICIPATING OR CLASSES PARTICIPATING BREAKFAST IN THE CLASSROOM THEY HAVE SMALL BINS THAT THEY ARE ABLE TO UTILIZE AND PUT THINGS THAT ARE LEFT OVER.

EXPECTATION IS THAT CHILDREN DON'T PICK IT UP BY THE END OF THE DAY WE WANT TO THROW IT AWAY.

THAT IS WHAT OUR REGULATIONS ARE.

IN ORDER TO MAINTAIN SAFETY FOR OUR STUDENTS.

I UNDERSTAND AND I HEAR THE QUESTIONS.

>> RIDICULOUS TO THROW AWAY A GOOD APPLE AFTER A DAY.

>> WE ARE TRYING TO WORK THROUGH SOME OF THOSE THINGS ESPECIALLY EVEN AS WE -- LOOKING AT PROGRAM SUCH AS THE MY WAY CAFE BECAUSE IT FOCUSES ON CONSUMPTION CHILDREN ARE ACTUALLY TAKING WHAT THEY WANT, CREATE A LOT LESS WASTE.

>> THANK YOU.

>> COUNCILOR ESSAIBI GEORGE.

>> THANK YOU.

THANK YOU FOR BEING HERE.

YOU DID COVER A LOT OF GROUND THEN.

WAS ASKING ABOUT THE TRANSDEV CONTRACT.

YOU DID EXTEND THAT BY ANOTHER YEAR, WE HAD ABILITY TO EXTEND THAT HOW MANY MORE TIMES BEFORE ANOTHER NEGOTIATION?

>> THERE ARE FIVE ONE-YEAR OPTIONS.

THAT IS THE FIRST OF THOSE.

>> IT'S OFTENTIMES BENEFICIAL FOR SCHOOL DISTRICTS TO EXTEND, PARTICULARLY IN LIGHT OF GROWING COSTS ELSEWHERE.

IF THAT IS THE CASE.

CERTAINLY SOMETHING THAT WE NEED TO CONSIDER.

PETER FROM OUR TEAM WHO IS HERE TODAY LED A LOT OF THAT WORK TO DO A MARKET ANALYSIS EARLY THIS YEAR SO THAT WE WERE VERY STRINGENT MAKING A DECISION TO EXTEND OR NOT TO EXTEND.

AT THAT TIME IT WAS VERY LOGICAL -- VERY LOGICAL TO MAKE THAT DECISION AND EXTEND THEM.

WE COULD BE IN THE SAME SITUATION NEXT YEAR, IT'S PREMATURE RIGHT NOW TO SAY.

>> ALTHOUGH WE'RE DOING THE EXTENSION OF THE OPTION IS THERE ANY OPPORTUNITY TO NEGOTIATE IN SMALL PIECES OF THE CONTRACT WITH TRANSDEV?

>> WE CANNOT CHANGE THE CONTRACT BECAUSE BY PROCUREMENT LAW UNDER THE CAT EXACT SAME CONTRACT THAT WE STARTED WITH THEM FIVE YEARS AGO, THAT IS SIMPLY MATTER OF PROCUREMENT LAW.

WE CAN AND DO WORK WITH THEM ON A REGULAR BASIS MAKE SURE THAT THEY ARE BRINGING IMPROVEMENTS TO BEAR AS THEY DID EARLIER THIS YEAR.

>> WHERE ARE WE WITH ANY CONTRACT WITH THE BUS DRIVERS, WHERE DO WE STAND IN THE TIMELINE?

>> THAT CONTRACT IS EXPIRING JUNE 30TH OF THIS YEAR.
WE'RE GOING TO BEGIN CONTRACT NEGOTIATIONS OVER NEXT TWO WEEKS.
>> AN ESTIMATED LENGTH OF TIME THAT WE WILL THAT WILL TAKE.
>> I HOPE THIS IS NO INDICATION BUT LAST YEAR IT TOOK A YEAR AND A HALF
LAST TIME AROUND IT TOOK A YEAR AND A HALF.
>> THANK YOU.
THERE WAS SOME QUESTIONS IN ANOTHER HEARING ABOUT COST OF EDUCATING SOME
OF OUR STUDENTS OUTSIDE OF THE DISTRICT.
WHAT IS THE AVERAGE COST OF TRANSPORTING THOSE KIDS THAT LEAVE THE
DISTRICT FOR SCHOOL WHETHER IT'S SPECIAL ED, VOCATIONAL ED OR OTHER
REASONS?
>> IT'S ACTUALLY STILL ON THE SLOT AS BEING PRESENTED RIGHT NOW.
PRIVATE SPECIAL EDUCATION GROUP.
RIGHT NOW WE TRANSPORT ABOUT 166 STUDENTS ACCORDING TO THE DATA THAT WE
HAVE AND COST IS RELATIVE TO --
>> THAT'S SEPARATED POOL.
STUDENTS EXPERIENCING HOMELESSNESS OR STUDENTS IN TRANSITION IS A
SEPARATE POOL OF ROUGHLY 6.4 MILLION DOLLARS.
THAT WOULD NOT SHOW UP HERE AS THEY'RE NOT TRANSPORTED ALONG WITH THE
PRIVATE SPECIAL EDUCATION STUDENTS.
>> IS THERE ANOTHER CATEGORY OF KIDS, BECAUSE THERE WAS -- IN OUR SPECIAL
ED HEARING LAST WEEK THERE WAS A LINE ITEM -- I CAN GO BACK ASK IT LATER
ON.
JUST OTHER KIDS THAT ARE STATE INVOLVED.
BUT I'LL GO BACK CHECK MY NOTES SO WE DON'T GET HUNG UP ON THAT.
IN OUR FEBRUARY HEARING IT WAS ANTICIPATED THAT WE WOULD BE SPENDING
ABOUT \$123 MILLION ON TRANSPORTATION THIS CURRENT FISCAL YEAR WHICH IS
ABOUT \$7 MILLION OVER WHAT WE APPROVED LAST YEAR.
IS THAT STILL THE PLAN?
HAS THAT NUMBER CHANGED AT ALL?
>> SIMILAR CHANGES TAKE AFFECT.
>> PROJECTED DEFICIT COME DOWN SLIGHTLY IT WAS HOVERING AROUND THAT 123.
OUR CURRENT PROJECTION IS 122.4 THINGS HAVE IMPROVED A NUMBER OF
INITIATIVES SUCH AS WHAT WE'VE BEEN DOING WITH EXCEPTION TIME WHERE WE
SAW HOURS ON WEEKLY BASIS GO DOWN FROM ABOUT 2500 TO AROUND 1300.
THAT IS THE MAIN DRIVER.
>> THEN WITH THE BELL TIME CONVERSATION LAST YEAR THERE WAS SOME OF THAT
CONVERSATION REVOLVED AROUND POTENTIAL SAVINGS WHAT WHAT THAT SAVINGS
HAVE DONE IF THAT NEW SCHEDULE WENT INTO PLAY?
>> IF YOU DON'T MIND INFORMATION THAT WE TO BE SURE I'M REPEATING THE
EXACT SAME NUMBERS FROM PREVIOUSLY.
AS WE HAD DISCUSSED BEFORE WE EXPECTED TO SAVE ROUGHLY 3-5 MILLION YEAR
TERM.
THAT WOULD HAVE BEEN EFFECTIVE NEXT YEAR THAT COULD HAVE BEEN REINVESTED
IN CLASSROOMS.
AND IT IS IMPORTANT TO NOTE AS I GET TO THAT POINT THAT IN ALL OF OUR
PUBLIC DISCUSSIONS RELATED TO THIS WE WERE VERY CLEAR THAT THIS IS NOT
ABOUT SAVINGS, THIS IS ABOUT TAKING MONEY FROM TRANSPORTATION AND
REINVESTING IN OTHER EXPENSES FOR THE SCHOOL DISTRICT.
WE WOULD HAVE SAVED ROUGHLY \$3-5 MILLION NEAR TERM HOWEVER LONG TERM THAT
COULD HAVE LIKELY BEEN MORE THAN \$12 MILLION.
THE REASON WHY THERE IS SUCH A DIFFERENCE IS BECAUSE THERE ARE FIXED
COSTS AND VARIABLE COSTS.

WE TAKE VARIABLE COSTS, SIMPLY TAKING OFF THE COST OF THE VEHICLES WHICH INCLUDES THE DRIVER GOES, .

I'VE TIME MORE VEHICLES TAKE OFF THE ROAD BY MAKING FOR MORE EFFICIENT SYSTEM THINK ABOUT BUS YARDS AND OTHER LARGE FIXED EXPENSES THAT WE HAVE VERY LITTLE CONTROL OVER.

SO IN THE SHORT TERM WE WOULD MAYBE ONLY SAVE 50% OF WHAT THE LONG TERM POTENTIAL WILL BE.

THE ESTIMATE OF 3-5, WE KNEW THAT WE WOULD HAVE HAD TO HOLD ON TO SOME OF THE SAVINGS.

PARTLY TO MAKE SURE THAT WE HAVE TAKEN EVERY PRECAUTION TO MAKE SURE THERE IS RELIABLE SERVICE ON THE ROAD.

THAT WE WERE PROVIDING ENOUGH DRIVERS TO COVER SERVICE IF THERE WERE ANY DELAYS

AS WE HAD DISCUSSED BEFORE, WE EXPECTED TO SAVE ROUGHLY THREE TO \$5 MILLION NEAR TERM, THAT WOULD HAVE BEEN EFFECTIVE NEXT YEAR, REINVESTED IN CLASSROOMS.

IT IS IMPORTANT TO NOTE AS I GET TO THAT POINT, THAT IN ALL OF OUR PUBLIC DISCUSSIONS RELATED TO THIS, WE'RE VERY CLEAR THAT IS NOT ABOUT SAVINGS, THIS IS ABOUT TAKING MONEY FROM TRANSPORTATION AND REINVESTING IN OTHER EXPENSES FOR THE SCHOOL DISTRICT.

WE WOULD HAVE SAVED ROUGHLY THREE TO \$5 MILLION NEAR TERM, HOWEVER LONG TERM THAT COULD HAVE LIKELY BEEN MORE THAN \$12 MILLION AND THE REASON WHY THERE'S SUCH A DIFFERENCE IS BECAUSE THERE ARE FIXED COSTS AND VARIABLE COSTS.

WHEN WE TAKE VARIABLE COSTS OFF THE ROAD, WE'RE SIMPLY TAKING OFF THE COST OF THE VEHICLES WHICH INCLUDES THE DRIVERS, THE VEHICLES THEMSELVES, THE FUEL COSTS AND SO FORTH.

OVER TIME, THE MORE VEHICLES YOU TAKE OFF THE ROAD BY MAKING A MORE EFFICIENT SYSTEM YOU BEGIN TO THINK ABOUT BUS YARDS AND OTHER LARGE FIXED EXPENSES WE HAVE VERY LITTLE CONTROL OVER.

IN THE SHORT TERM, WE WOULD MAYBE ONLY SAVE 50% OF WHAT THE LONG TERM POTENTIAL WOULD BE.

IN ADDITION TO THAT, THE ESTIMATE OF THREE TO FIVE IS LESS THAN 50% OF 12 BECAUSE WE KNEW WE HAD TO HOLD ON TO SOME OF THE SAVINGS, PARTLY TO MAKE SURE WE HAD TAKEN EVERY PRECAUTION TO ENSURE THERE WAS A RELIABLE SERVICE ON THE RECORD, WE WERE PROVIDING DRIVERS TO COVER SERVICE IF THERE WERE DELAYS OR EMERGENCIES OR PROBLEMS.

SECONDLY WE NEED TO MAKE SURE IF THERE DID NEED TO BE CONVERSATION OF A REDUCTION IN FORCE, THAT WE WOULD HAVE FUNDS AVAILABLE POTENTIALLY TO NEGOTIATE THAT WITH THE DRIVERS IF NECESSARY.

>> THANK YOU FOR THAT EXPLANATION.

WHAT WAS THE ADDED COST FOR ELT NOW THAT IT'S ROLLED OUT TO ALL OF THE SCHOOLS THAT WILL PARTICIPATE.

>> FROM A TRANSPORTATION PERSPECTIVE?

IT'S HARD TO SAY.

I DON'T KNOW IF WE'VE EVER LOOKED AT THE DATA THAT WAY.

CERTAINLY BECAUSE OUR SCHOOLS ARE NOW DISMISSING LATER IN THE DAY CLOSER TO RUSH HOUR.

THERE WAS A COST ASSOCIATED WITH THAT BUT IT'S EXTREMELY DIFFICULT TO ISOLATE WHEN 57 SCHOOLS MOVED 40 MINUTES LATER WHAT DID THAT MEAN FOR EXPENSES.

IT'S HARD TO ISOLATE WHAT DRIVES COST GROSS AND TRANSPORTATION.

>> DO WE KNOW IF THEY WERE EXTENDING THEIR DAY ON THE RETURN BACK.

ON THE WAY TO SCHOOL IT'S 410 OR 415 SO THEY'RE IN THAT RUSH HOUR TRAFFIC RETURNING TO THE BUS YARD AND THEY ARE ADDING TO OUR EXTENDED TIME COSTS OR WHATEVER YOU EXPLAINED TO US IN THE FEBRUARY HEARING.

HAS THAT NUMBER GONE UP WITH THE ROLLOUT OF THOSE 4:00, 4:15 DISMISSILES
>> WE KNOW FROM DATA THE DIFFERENCE IN TRAFFIC BETWEEN 3:45 AND 4:15 IN THIS CITY ISN'T THAT DRAMATIC AS PEOPLE TYPICALLY ASSUME BECAUSE RUSH HOUR BEGINS SO EARLY ON THE STREETS OF BOSTON.

BUT YES IT HAS HAD AN IMPACT, I DON'T HAVE THE DATA IN FRONT OF ME HOW MANY MORE BUSES ARE OUT FOR LONGER PERIODS OF TIME IN THE AFTERNOON THAN THEY WERE BEFORE.

>> THANK YOU.

>> COUNCILOR FLYNN.

>> THANK YOU COUNCILOR CIOMMO.

IF WE WAIT UNTIL THE SUMMERTIME, WITH A TYPE OF NUTRITIONAL PROGRAMS DO YOU HAVE FOR STUDENTS IN PUBLIC HOUSING THAT ARE CLOSE TO SCHOOLS. I REPRESENT THE CATHOLIC SQUARE A LOT SCHOOLS ARE NEXT TO PUBLIC HOUSING. DO WE HAVE NUTRITIONAL PROGRAMS IN THESE BHA AREAS.

>> YES.

WE PARTICIPATE IN THE SUMMER FOOD SERVICES PROGRAM, WE PROVIDE MEALS IN THE SUMMER FOR THOSE CHILDREN BECAUSE WHEN SCHOOL'S OUT THEY'RE NOT GOING HUNGRY.

WE ARE IN A VARIETY OF AREAS IN THE DISTRICT, WE HAVE OVER A HUNDRED SITES FROM MARCH INTO THE SUMMER.

WE WILL FOCUS IF THERE'S ANY INTERESTING SITES THAT WE'LL BE ABLE TO SPONSOR.

WE CAN HAVE THAT OPPORTUNITY TO PROVIDE MORE.

YOU HAVE THAT OPTION.

YOU GIVE THEM OUR INFORMATION AND WE CAN SEE IF WE ARE HAVING A PROGRAM CLOSE TO WHERE THEY ARE AT OR IF IT'S SOMETHING WE COULD BE ABLE TO SPONSOR AS WELL.

>> HOW MANY STUDENTS DO YOU PROVIDE DURING THE SUMMERTIME.

>> PROBABLY ABOUT 10,000 MEALS A DAY WITH THE SUMMER.

>> NOT SO MUCH IN THE SCHOOL YEAR BUT IT'S MORE SIGNIFICANT THAN THE PAST.

>> ARE THERE OTHER SURVICES PROVIDED TO THEM.

>> THE ONLY ONE WE CAN SAY FOR SUMMER IS THE SUMMER SCHOOL PROGRAM.

>> THANK YOU.

I HAVE ONE QUESTION ON TRANSPORTATION.

AS IT RELATES TO TRANSPORTING SPECIAL NEEDS STUDENTS DOOR TO DOOR, TRANSPORTATION, DOOR TO WHEELCHAIR ASSISTANCE.

I NOTICE IN THE CITY THERE'S A LOT WHEN THEY'RE DROPPING THE STUDENT OFF AT THE SCHOOL, A LOT OF THE SIDEWALKS AND RAMPS ARE NOT ADA COMPLIANT.

SOME OF THE STREETS ARE IN ROUGH SHAPE, THE RAMPS ARE NOT PAVED.

I ALSO SEE A LOT OF DEDICATED WORKERS FROM BPS HELPING LIFT THESE WHEELCHAIRS TO GET THE STUDENTS INTO THE SCHOOL.

DO WE HAVE A LIST OF SCHOOLS THAT ARE SIDEWALKS THAT ARE NOT ADA IN COMPLIANCE AND WHAT CHALLENGES THAT MAKES IT FOR HOW DIFFICULT IT IS TRANSPORTING THESE STUDENTS.

DO WE HAVE A LIST.

>> WE DO NOT HAVE A LIST.

WE CERTAINLY CAN TAKE A LOOK AT THAT.

WE ARE CONSTANTLY BETWEEN OUR TEAM AND THE TRANS TEAM MONITORING THE BUS STOPS TO ISSUES YOU'RE BRINGING UP.

WE CAN CERTAINLY ADD THAT TO THE MIX OF THINGS WE WILL EXPLORE FOR SURE.

>> YOU HAVE NOTICED A LOT OF THE DROP OFF AREAS OF THE STUDENTS ARE NOT ADA COMPLIANT, RIGHT.
HAVE YOU NOTICED THAT?
>> I'M SURE THE TEAM HAS.
I CANNOT SPEAK TO THAT MYSELF.
CERTAINLY IT'S SOMETHING WE CAN WORK WITH PUBLIC WORKS ON TO REMEDY IF WE CAN.
>> HAVE YOU GUYS NOTICED THAT?
>> NO, I HAVEN'T NOTICED IT.
I'VE BEEN TO A FEW SITES BUT IF I SEE SOMETHING I'LL JUST SURVEY SOME OF THEM NOW BUT NO, I HAVEN'T NOTICED IT.
>> THAT WOULD BE IMPORTANT TO TAKE AN INVENTORY TO SEE WHAT RAMPS ARE NOT WORKING, WHAT SIDEWALKS ARE NOT WORKING.
AND ALSO THESE DEDICATED PROFESSIONALS THAT ARE ASSISTING THESE STUDENTS ON TO THE SIDEWALK.
THEY ARE REAL HEROES IN THE CITY.
I SEE THEM EVERY DAY, I JUST WANT TO SAY THANK YOU TO THOSE WORKERS AS WELL ARE REALLY THE PEOPLE THAT KEEP OUR SCHOOLS GOING.
>> SURE.
THANK YOU.
>> THANK YOU.
>> COUNCILOR CAMPBELL.
>> THANK YOU, COUNCILOR CIOMMO AND THANK YOU GUYS FOR BEING HERE AND FOR ALL THAT YOU DO.
IT'S NOT EASY WORK.
JUST FOLLOWING UP ON COUNCILOR FLYNN'S QUESTION, IF WE DON'T HAVE ONE, IT WOULD BE GREAT TO HAVE A LIST OF GROUP THAT ARE ADA COMPLIANT.
KNOW JUST WHEN YOU'RE ENTERING THE BUILDING.
THERE ARE SOME SCHOOLS YOU GO INTO, YOU CAN ONLY STAY IN THE FIRST LEVEL AND HOW I KNOW THIS I HAD HIGH NEWBORN IN A STROLLER AND I WAS GOING TO VISIT AND WE WERE RESTRICTED TO THE FIRST LEVEL AND COULDN'T GO ANYWHERE ELSE IN THE BUILDING.
NATURALLY YOU HAVE TO THINK OF THOSE IN THE WHEELCHAIR WHO HAVE OTHER DISABILITIES.
I WOULD LOVE TO SEE THE LIST OF SCHOOLS THAT ARE ADA COMPLIANT AND THOSE THAT ARE NOT WITH THE HOPE AND EXPECTATION WE CAN DO SOMETHING WITH RESPECT TO THAT.
I KNOW IT'S NOT JUST WITHIN OUR PURVIEW OF THE FEDERAL STATE AND GOVERNMENT BUT IT IS IMPORTANT AND I THANK MY COLLEAGUE COUNCILOR FLYNN.
GOING BACK TO TRANSPORTATION AND I KNOW WE HAD THE HEARING COUNCILOR ESSAIBI GEORGE ATTENDED IN FEBRUARY AND EVERYBODY ATTENDED.
AT THAT TIME WE DISCUSSED THE 166 STUDENTS THAT ARE TRANSPORTED TO DISTRICTS OUTSIDE THE CITY OF BOSTON AND HOW IT'S A PRICE TAG OF 57,000 PER STUDENTS.
THERE WAS SOME COMMENTS ABOUT BPS TALKING TO THESE DISTRICTS TO SEE IF WE COULD SPLIT COSTS.
WHERE ARE WE WITH RESPECT TO THAT.
>> UNFORTUNATELY WE'RE NOT MUCH FURTHER LONG FROM WHERE WE WERE IN FEBRUARY.
WE DO IN A WE'RE GET AUGUST SISTANCE FROM THE STATE TRYING TO MAKE SURE THAT THE STATE BEING THE ONE THAT WATCHES ALL OF THIS IN KNOWING WHO IS TRANSPORTING WHOM TO WHICH SITES.
THEY'VE BEEN WILLING AND THIS HAS BEEN A RECENT DEVELOPMENT.

THEY'VE BEEN WILLING TO TRY TO BROKER THOSE DISCUSSIONS BETWEEN DISTRICTS.

SO THAT IF FOR EXAMPLE WE AND BRAINTREE ARE BOTH TRANSPORTING TO THE NORTH SHORE, WE CAN SHARE IN THOSE COSTS.

THAT'S NOT YET SOMETHING THAT WE HAVE FORMALLY CONTRACTED WITH OTHER SCHOOL DISTRICTS FOR BUT CERTAINLY IT'S SOMETHING THAT'S STILL IN OUR MIND.

>> HOW MANY RECEIVING DISTRICTS ARE THERE OUT OF THE 166 STUDENTS.

JUST CURIOUS IN TERMS OF THE MAGNITUDE THREE RECEIVING DISTRICTS IN THE CONVERSATION WITH THE STATE BOSTON AND THOSE THREE BUT IF IT'S A LOT MORE IT'S OBVIOUSLY A HEAVIER LIFT.

>> TO BE CLEAR TOO, WHAT WE WOULD BE TALKING ABOUT HERE IN TERMS OF RECEIVING DISTRICTS BEING THE LOCATION WHERE THOSE SITES ARE, THERE ARE DOZENS OF THEM ACROSS MASSACHUSETTS.

>> THERE'S 166 STUDENTS.

DO YOU KNOW HOW MANY

>> THERE IS 63 DIFFERENT SITES FOR 166 STUDENTS.

>> THANK YOU.

>> THANK YOU.

>> THE DISTRICTS WE WOULD WORK WITH WOULDN'T NECESSARILY BE THOSE DISTRICTS, THEY WOULD BE DISTRICTS WHO ARE ALSO TRANSFORMING STUDENTS A GREAT DISTANCE TO THOSE SITES.

>> CAN THE CONVERSATION BE TWOFOLD ALSO WITH THE RECEIVING DISTRICTS OR NO?

>> IT COULD BUT ULTIMATELY IT'S OUR RESPONSIBILITY TO BEAR THE COST AS THE HOST DISTRICT FOR THE STUDENT.

BY LAW THAT'S WHERE THE COST RESIDES.

SIMILARLY THERE ARE SOME STUDENTS WHO ATTEND OUR HORACE MANN SCHOOL FOR THE HEARING IMPAIRED IN BOSTON AND WE KNOW THERE ARE OTHER DISTRICTS WHO SEND THEIR STUDENTS TO BOSTON FOR THAT SERVICE AND THEY BEAR THE RESPONSIBILITY FOR THOSE COSTS.

>> WE LOOK FORWARD TO HEARING MORE ABOUT THAT, JOHN.

THEN GOING BACK TO THE CONTRACT, SO THERE ARE TWO CONTRACTS.

ONE IS FOR THE DRIVERS AND ANOTHER FOR THE SERVICES.

WE JUST EXTENDED THE ONE FOR THE SERVICES BY THE ONE YEAR OPTION AND TWO WHEN?

>> THAT WOULD EXPIRE ON JUNE 30TH, 2019.

>> THAT CONTRACT TOTALS WHAT?

>> THE CONTRACT ITSELF IS, THE EXPENSES ARE PASSED THROUGH WHERE WE PAY, MANAGEMENT TREE IT'S CALLED IS AROUND 2.9 MILLION AND THAT INCREASES WITH THE CPI INCREASE EVERY YEAR.

BUT IN TERMS OF OTHER COSTS, WHATEVER IT TAKES THEM TO OPERATE IS JUST A PASS THROUGH TO OPERATIONAL AS A WHOLE.

>> WHAT DO YOU MEAN?

>> IF IT COSTS US 50 MILLION TO EMPLOY ALL THE DRIVERS, THEY ENCUMBER AND WE REIMBURSE TRANSIT.

>> THEY PAY THE DRIVERS THROUGH THE DRIVERS CONTRACT.

>> THE DRIVERS CONTRACT IS TECHNICALLY WITH TRANSDEV.

THERE ARE THREE UNION CONTRACTS.

THE DRIVERS, DISPATCHERS AND OTHER OPERATORS AND THEN THE MECHANICS.

SO I GUESS IT'S ONE THIRD PARTY CONTRACT AND THEY EMPLOY ALL THESE INDIVIDUALS.

>> COUNCILOR, ANOTHER WAY TO LOOK AT IT, IF YOU LOOK AT THE CHART ON SLIDE SIX, THAT SHOWS OUR COST BREAK DOWN OF OUR BUDGET.

EVERYTHING IN BLUE IS RELATED TO OUR BOSTON SERVICE.

ESSENTIALLY THAT AMOUNTS TO THE COSTS.

AS ED MENTIONED MANY OF THOSE CORRESPONDS THEN REIMBURSED BY BOSTON PUBLIC SCHOOLS.

>> GOT IT.

AND SO MY QUESTION AT THE LAST LAST TRANSPORTATION HEARING THE RSP IS WRITTEN IN SUCH OF WAY YOU CAN ONLY RECEIVE CERTAIN TYPES OF VENDORS. FOR EXAMPLE YOU CAN'T ANY TO AN RSP BECAUSE IT'S DESIGNED IN SUCH A WAY THEY'RE INELIGIBLE.

SO THE THOUGHT WAS WHY NOT JUST TO GET A SENSE OF WHAT IDEAS EXIST OUT THERE TO NOT ONLY PROVIDE ADEQUATE AND SAFE AND RELIABLE TRANSPORTATION, BUT TRANSPORTATION THAT WOULD ALSO REDUCE THIS OVERALL BUDGET FROM \$120 MILLION.

RIGHT NOW, I'M TRANELLY A LITTLE DISAPPOINT WE EXTENDED THE CONTRACT FOR ANOTHER YEAR WITHOUT HAVING PUT OUT SOMETHING THAT GETS AT WHAT ARE THE OTHER IDEAS THAT EXIST NOT JUST MASSACHUSETTS OR IN THE COUNTRY OART WORLD THAT PROVIDES NOT ONLY RELIABLE GREAT TRANSPORTATION BUT SAVE US MILLIONS OF DOLLARS WHERE WE CAN LATER REINVEST IN SOMETHING ELSE. FOOD PROGRAMS FOR OUR SCHOOLS.

I'M JUST CURIOUS, I'M CURIOUS ABOUT TWO THINGS.

ONE IS, ARE WE ABLE TO PUT OUT AN RFI TO ELICIT RESPONSES FROM DIFFERENT TYPE OF VENDORS, WHAT THEY MIGHT BE ABLE TO DO WHEN IT COMES TO BPS TRANSPORTATION.

AND THEN THE SECOND PIECE IS THE FOLLOW UP TO SOMETHING SAID EARLIER ABOUT US BEING PROHIBITED BY LAW FROM USING CERTAIN TYPE OF VENDORS. I WOULD BE CURIOUS TO LEARN MORE ABOUT THAT.

BUT I GUESS THE FIRST QUESTION AND THEN THE SECOND QUESTION.

>> SURE.

THE REASON WHY IT WOULDN'T BE ABLE TO RELEASE AN RFI FOR THE TYPE OF SERVICES YOU'RE DESCRIBING ARE TWOFOLD AND THEY GO HAND IN HAND WITH YOUR SECOND QUESTION.

NUMBER ONE A COLLECTIVE BARGAINING AGREEMENT WITH OUR DRIVERS, THE DRIVERS UNION IS RECOGNIZED AS THE ONLY GROUP ALLOWED TO PERFORM THE SERVICE THAT WE'RE PROVIDING FOR OUR STUDENTS IN BOSTON.

SECONDLY, THE PEOPLE TRANSPORTATION INDUSTRY IS ONE OF THE MOST HIGHLY REGULATED INDUSTRIES IN THE NATION, AND AS A RESULT OF THAT WE NEED TO ABIDE BYLAWS THAT REQUIRE US TO PROVIDE SERVICE IN CERTAIN KINDS OF VEHICLES INCLUDING THE YELLOW BUSES THAT WE SERVICE.

WE COULD NOT HAVE A CONTRACTUAL RELATIONSHIP WITH A COMPANY SUCH AS UBER OR LYFT BECAUSE BY LAW WE'RE REQUIRED TO TRANSPORT THESE STUDENTS IN CERTAIN KINDS OF VEHICLES.

>> WHAT'S TO SAY THAT ANOTHER VENDOR CAN'T PROVIDE THOSE TYPE OF VEHICLES.

I MEAN, WE TONIGHT KNOW WHAT OTHER VENDORS MIGHT BE ABLE TO DO BECAUSE WE'VE NEVER REACHED OUT.

SO I'M FINDING IT HARD, SO RIGHT NOW, YOU'RE TELLING ME THERE ARE LAWS IN THE BOOKS THAT RESTRICT IS FROM PUTTING OUT A QUALIFY FOR INFORMATION TO FIND OUT OR TO GATHER WHAT MIGHT BE OUT THERE.

>> I DON'T THINK THERE ARE LAWS IN THE BOOKS THAT WOULD PREVENT US FROM DOING THAT.

>> THAT'S MY QUESTION.

THAT'S WHAT I WOULD LIKE TO SEE BECAUSE THAT GIVES US A SENSE OF WHAT IS POSSIBLE IN THIS SPACE.

RIGHT NOW WE HAVE NO INCLUDE CLUE BECAUSE WE'RE RELYING ON RSP LIMITED IN ITS NATURE TO ONLY SOLICIT RESPONSES TO DIFFERENT TYPES OF COMPANY TO DELIVER CERTAIN TRANSPORTATION.

WE'RE RESTRICTED FROM HEARING FROM ANYONE ELSE IN THE COMMUNITY WHO MIGHT HAVE MORE IDEAS WITH RESPECT TO THIS.

ON THE DRIVER'S PIECE I GET WE'RE IN A ACCURATE WITH DRIVERS RIGHT NOW SO UNLESS THERE'S SOMETHING IN THAT CONTRACT THAT PROHIBITS US FROM PUTTING AN RFI, WHICH I DOUBT THAT, IF THERE IS, I'D LIKE TO SEE IT BECAUSE I THINK THAT'S PROBLEMATIC.

WE WILL KEEP TALKING ABOUT THE SAME THING OVER AND OVER AGAIN.

WHAT WE TALKED ABOUT IN FEBRUARY, WE'RE TALKING ABOUT AGAIN NOW AND WE'LL BE TALKING ABOUT THIS AGAIN IN THE NEXT BUDGET YEAR.

BY THAT POINT, THIS CONTRACT OR THIS BUDGET LINE ITEM WILL NOT BE \$120 MILLION, IT WILL BE A LOT MORE.

I'M NOT RAISING MY VOICE AT YOU, JOHN, BUT JUST TO PROCESS IN THE WAY IN WHICH WE'RE DOING THINGS WITH RESPECT TO THIS TRANSPORTATION BUDGET.

FOR ME THIS IS FRUSTRATING BECAUSE WE KEEP TALKING ABOUT THE SAME THING. I THINK IF WE PUT OUT AN RFI WE PUT AN OWNER FROM THE COMMUNITY WITH THOUGHTS AND IDEAS.

THEY HAVE IT FIGURED OUT INTERNALLY TO WHAT MIGHT BE POSSIBLE WHERE WE MIGHT BE ABLE TO SAVE.

AND THEN WHEN WE GET INTO THE SUGGESTLY WORK IF IT'S SOMETHING WE WANT TO PURSUE OR STICK WITH SOMETHING WE HAVE.

BY CONTINUING TO RENEW OPTIONS EVERY YEAR AND NOT EXPLAIN WHAT IS OUT THERE, WE'RE JUST DOING THE SAME THING OVER AND OVER AGAIN.

THE MONEY KEEPS GOING UP, WE CAN'T PUT THE CAP IN.

IF WE HAD ANOTHER VENDOR WE COULD PUT A CAP IN WHO KNOWS BUT IF WE KEEP IT IN OUR CURRENT RSP, WE'RE NOT GOING TO SEE SOMETHING ELSE AND IT'S GOING TO MAKE IT VERY DIFFICULT FOR US TO THEN EXPECT THIS BUDGET OVERALL TO GO DOWN.

AND THAT'S WHAT BOTHERS ME.

WE'RE GOING TO KEEP COMING HERE TALKING ABOUT THE SAME THING AND GETTING FRANKLY NO SAVINGS.

SO THE POINT OF FRUSTRATION I THINK MY COLLEAGUES SHARE I GUESS MY TIME IS UP.

I'MING AN EYE.

THANK YOU.

ON THE FOOD WORK THIS IS INCREDIBLE.

OF COURSE I WOULD LOVE TO SEE THE FRESH FOOD PROGRAMS EXPANDED TO EVERY SCHOOL.

I LOVE YOU GUYS ARE USING OPPORTUNITY INDEX TO IDENTIFY THOSE SCHOOLS MOST IN NEED AND OF COURSE EVERY STUDENT NEEDS GREAT FOOD.

MAYBE WE CAN SOME DAY GET TRANSPORTATION DOLLARS TO POUR INTO THIS INITIATIVE SO EVERY SCHOOL HAS FRESH FOOD.

HERE WE GO.

THANK YOU GUYS.

>> THANK YOU.

>> COUNCILOR O'MALLEY.

>> THANK YOU MR. CHAIRMAN, GOOD AFTERNOON LADIES AND GENTLEMEN.

OBVIOUSLY LAST DECEMBER THERE WAS A PROPOSAL TO RADICALLY CHANGE THE SCHOOL START TIMES AT MANY SCHOOLS.

I KNOW IT WAS WELL INTESMED.

I OBVIOUSLY HAD A LOT OF CONCERN AND OPOSED IT AND IT WAS DECIDED THAT THAT WOULD, BPS WOULD WITHDRAW THAT PLAN AND BEGIN SORT OF A BETTER MORE TRANSPARENT ROBUST PUBLIC PROCESS.

HAS THAT BEGUN?

I GUESS THE QUESTION IS HAS THAT GUN AND JOHN CAN YOU ASSURE US THERE WILL BE NO CHANGES TO SCHOOL START TIME IN SEPTEMBER.

>> THERE WILL BE NO CHANGES TO SCHOOL START TIMES IN SEPTEMBER UNLESS THERE IS SOME EXTRANEIOUS SITUATIONS SCHOOL RELATED, IF THE SCHOOL LOSES GRANT FUNDING OR SOMETHING LIKE THAT, THERE WILL BE NO CHANGES.

>> IS YOUR SHOP STILL LOOKING AT HAVING SORT OF ROBUST PUBLIC PROCESS OR IS THAT ON HOLD FOR NOW.

>> IT'S BEEN A HOLD.

THERE HAS BEEN NO DISCUSSIONS RELATED TO THIS.

NO PLAN IN PLACE FOR HOW AND WHEN TO ENGAGE THE PUBLIC AGAIN.

CERTAINLY IT'S NOT EVER FAR FROM THE BACKS OF OUR MINDS.

AS DR. CHANG HAD MENTIONED IN HIS LETTER TO THE COMMUNITY IS SOMETHING WE DENEED TO RECONSIDER WE JUST HAVE NOT MADE DECISIONS YET ON WHAT TO THE NAME WILL BE.

>> I'M CERTAINLY NOT ADD INDICATING FOR THAT TO BEGIN.

I WOULD REITERATE AND SOUNDS LIKE WE'RE ON THE SAME PAGE BUT IF INDEED THAT CONVERSATION IS OPEN UP AGAIN THEN WE HAVE AS LONG OF A PROCESS AS NECESSARY TO JUST WORK WITH FAMILIES, WORK WITH SCHOOLS AND COMMUNITIES GOING FOUR.

THAT WAS MY OPPOSITION TO IT EARLIER.

ON THAT END AND THIS SOMEWHAT GOES INTO TRANSPORTATION.

THERE WAS SOME TALK ABOUT THE NEED FOR VARIOUS CONFIGURATIONS.

I KNOW THE SUPERINTENDENT BELIEVES WE HAVE TOO MANY, I ACTUALLY AGREE WITH HIM ON THIS POINT BUT WE'RE NOT LOOKING TO CHANGE ANY CONFIGURATIONS FOR THE 2018/19 SCHOOL YEAR IS THAT CORRECT.

>> AS FAR AS I KNOW ARE THAT'S CORRECT.

>> WOULD THAT BE AN ACT OF THE SCHOOL COMMITTEE TO HAPPEN OR COULD THAT JUST BE A POLICY CHANGE?

HOW.

>> I BELIEVE BUT PLEASE DON'T QUOTE ME ON THIS, I BELIEVE IT DOES NOT NEED TO BE AN ACT OF THE SCHOOL COMMITTEE BUT WHEN WE'VE HAD THAT IN THE PAST WE'VE PRESENTED IT TO SCHOOL COMMITTEE.

>> I'M SURE WIRE ON THE SAME PAGE HERE.

TRANSPARENT A PROCESS AS POSSIBLE.

ON SCHOOL NUTRITION, THANK YOU AND YOU'VE DUNG SOME GREAT WORK.

THERE'S A REPORT IN THE GLOBE EITHER YESTERDAY OR SUNDAY, IT WAS THE ENDING HUNGER, REFERENCE THE ENDING HUNGER IN OUR CLASSROOMS REPORT A NON PROFIT WHICH I HADN'T HEARD OF, BOSTON BASE NON PROFIT HAD DONE WITH URBAN DISTRICT POINTED OUT SPRINGFIELD, HOLYOKE, BROCKTON WERE AT OR ABOVE 80% OF STUDENTS PARTICIPATING.

YET IN BOSTON I WROTE DOWN THE QUOTE BECAUSE I KNEW WE WERE HAVING THIS THING.

B S QUOTE HAS MADE NO HEAD WAY IN ACHIEVING THE GOAL SLIGHTLY FEWER THAN HALF OF THE SYSTEMS APPROXIMATELY 55,000 STUDENTS ARE EATING BREAKFAST IN CLASS AND THAT SALES TO BE BORNE OUT BY YOUR STATISTICS OR A SLIGHT DREA CRETION.

WE ALL KNOW THE BENEFITS OF HAVING A BREAKFAST IS VITAL TO LEARNING.

>> ABSOLUTELY.

SO YES THE ROAR IS CORRECT.

SO THE INFORMATION IS THAT WE DID DROP IN OUR PARTICIPATION FOR BREAKFAST.

IT WAS MY FOCUS TO BE IN PART IN MANY SCHOOLS INTERESTED IN CHANGING THEIR MODEL FOR SERVICE EITHER BREAKFAST AFTER THE BELL OR BREAKFAST IN THE CLASSROOM.

WE STARTED WITH TWO NEW SCHOOLS THAT WERE, THAT HAD CHANGED THE MODELS TO BE BREAKFAST IN THE CLASSROOM.

AS WE HAD OUR INTERVIEWS AND HAD OUR CALCULATIONS AND WE BROUGHT IN A PERSON IN A POSITION TO FOCUS ON BREAKFAST IN THE CLASSROOM OR BREAKFAST AFTER THE BELL OPTIONS, WE GOT TO THE MIDDLE OF THE SCHOOL YEAR AND AT THAT POINT IT WAS MORE DIFFICULT TO HAVE A SCHOOL CHANGE THEIR TIMES TO BE ABLE TO MEET THIS MODEL.

SO WE REGROUPED AND WE'RE FOCUSING ON FOR THIS YEAR AS WE'RE CHANGING OUR MODELS THROUGH THE CAFE AS OPTIONS TO MAKE SURE WE'RE INCLUDING THAT AS OPPORTUNITIES FOR CHILDREN TO HAVE ACCESS TO BREAKFAST IN THE CLASSROOM OR AFTER THE BELL.

PART OF THAT IS WE'RE LOOKING AT IT IS WITH THE MY WAY CAFE AND CHILDREN MAKING CHOICES IT'S A LITTLE BIT CONTRADICTORY OF BREAKFAST IN THE CLASSROOM BECAUSE BREAKFAST IS PROVIDED TO THE CHILD IN THE CLASSROOM VERSUS WHEN THEY COME TO THE CAFETERIA AND THEY MAKE THE CHOICE.

WE'RE MAKING TO MOVE THOSE LOGISTICS TO MAKING SURE WE'RE BEGINNING AGAIN TO PROVIDE ACCESS TO BREAKFAST.

>> I APPRECIATE THAT.

SO WHAT'S THE HOPE FOR SEPTEMBER OF 18?

>> SO THE HOPE FOR SEPTEMBER IS WE'RE ROLLING OUT THE, THESE ADDITIONAL 25 PLUS THE OTHER FIVE LOCATIONS FOR THE MY WAY CAFE THEY WILL BE DOING A VERSION OF BREAKFAST IN THE CLASSROOM OR BREAKFAST AFTER THE BELL.

>> WHAT PERCENTAGE IS BPS DOING FOR GETTING BREAKFAST.

>> ALL STUDENTS HAVE ACCESS TO BREAKFAST BUT WE HOPE TO INCREASE THAT. I CAN'T GIVE YOU THAT ACTUAL NUMBER BECAUSE I DON'T KNOW THE TOTAL ENROLLMENT.

>> I GET THE DESIRE, THE MY WAY CAFE SOUNDS FANTASTIC, I WISH WE HAD IT WHEN I WAS A STUDENT AT BPS.

MERE LOGISTICS WOULD DICTATE FOR SOME SCHOOLS YOU HAVE TO EAT IN THE CLASSROOM.

THAT'S HOW BROCKTON AND OTHERS, HOLYOKE AND NEW BEDFORD HAVE BEEN ABLE TO HIT THOSE RATES.

I COME FROM A FAMILY OF TEACHERS, TWO OF WHOM WOULD SERVE BREAKFAST IN THE CLASSROOM AND IT DOES JUST HAVE A POSITIVE BENEFIT.

I AGREE WITH YOU THAT THE IDEAL SCENARIO WOULD BE TO UTILIZE A COMMUNAL SPACE, HAVE MORE OPTIONS BE MORE CULTURALLY COMPETENT CERTAINLY BUT UNTIL WE HAVE THAT LUXURY I THINK WE REALLY NEED TO USE ALL TOOLS THAT WE HAVE. SO MY TIME IS UP BUT I APPRECIATE IT AND LOOK FORWARD TO FUTURE ROUNDS.

>> THANK YOU COUNCILOR O'MALLEY.

COUNCILOR JANEY.

>> THANK YOU SO MUCH FOR BEING HERE.

I HAVE QUESTIONS REGARDING TRANSPORTATION AND THE FOOD SERVICES.

I WILL START BY SAYING THAT I'M VERY EXCITED ABOUT THE CHANGES WITH THE FOOD SERVICES.

IT PROVIDES A GREAT OPPORTUNITY TO PLAYED HEALTHY FOOD.

I WAS WONDERING WHICH SCHOOLS IN ROXBURY WE WILL SEE.

>> I ACTUALLY HAVE A LIST.

>> GREAT.

>> SO THE ROXBURY NEIGHBORHOOD IS THE LARGEST NEIGHBORHOOD THAT WILL BE ROLLING OUT AND WILL BE THE LAST NEIGHBORHOOD BUT IT'S BOSTON DAY AND EVENING ACADEMY.

THE DUDLEY STREET NEIGHBORHOOD CHARTER ELEMENTARY, ELLIS ELEMENTARY, FENWAY HIGH SCHOOL, HAIL ELEMENTARY, HAINES EARLY EDUCATION CENTER, HERNANDEZ A ON 8.

THINKINGSON LOUIS, THE MADISON PARK VOCATIONAL HIGH SCHOOL, MASON ELEMENTARY, MENDEL ELEMENTARY, ORCHARD GARDENS.

I WILL BE HAPPY TO SEND THIS?

>> THAT WOULD BE GREAT.

THAT'S WSTLED.

I'M WONDERING IF MENU OPTIONS, DO STUDENTS PARTICIPATE MAKING SUGGESTIONS AS TO WHAT THEY WOULD LIKE TO SEE AND HOW DO YOU TAKE INTO ACCOUNT THE STUDENT DEMOGRAPHICS IN TERMS OF THEIR CULTURAL AND ETHNIC BACKGROUNDS AND TRY TO PROVIDE FOODS THAT ARE NOT ONLY HEALTHY BUT TASTE GOOD AND HAVE THAT KIND OF DIVERSITY REPRESENTED IN TERMS OF THE MENU.

>> THAT IS THE BEAUTY BETWEEN THE MY WAY CAFE IS THE CHILD MAKES IT'S THEIR WAY.

WE STARTED OUT IN EAST BOSTON WE'RE CONTINUOUSLY CHANGING OUR MENU TO INCORPORATE THE FEEDBACK FROM THE STUDENTS.

PART OF THAT IS ALSO NOT ONLY HAVING BASE ITEMS SUCH PASTA OR RICE OR A MEAT OR VEGETARIAN ENTREE BUT PROVIDES THE ITEMS AFTER THE CHILD HAS GONE THROUGH THE LINE INCLUDING SPICE BARS OR THE PROCESS THEY CAN MAKE THE ITEM THAT MEETS THEIR NEED MORE SPICE OWE OR MORE FLAVOR, THOSE KINDS OF THINGS.

>> IN TERMS OF TRANSPORTATION, I WANTED TO COME BACK TO THE 50 BUSES, YOU SAID THERE WAS A REDUCTION OF 50 BUSES.

DO WE SEE THEN REDUCTION IN STAFF OR ROUTES OR HOW DID THAT TRANSLATE TO 50 BUSES.

>> IN TERMS OF STAFF WE WORK CLOSELY TO THE DRIVERS UNION TO MAKE SURE THERE'S NO LAYOFFS FROM THE REDUCTION IN THE FLEET, HOWEVER WE DID INTERTHE ERA OF FEWER DRIVERS AS A RESULT OF THAT.

AND AS FOR

>> HELP ME UNDERSTAND.

FEWER DRIVERS BUT NO LAYOFF.

>> YES.

WE NEGOTIATED SERVANCES.

>> WHEN YOU SAY REGULARLY, HOW DO YOU DEFINE REGULARLY.

>> WHEN WE BEGAN THE CAMPAIGN WE ASKED SCHOOLS TO LOOK AT THEIR RUSSTERS OF EACH STUDENT ASSIGN TO THAT SCHOOL AND LET US KNOW WHICH STUDENTS ON WHICH ROSTER THEY HAD NEVER SEEN ON THE BUS ALL YEAR LONG.

>> AT WHAT POINT.

WAS THAT OCTOBER OR NOVEMBER.

>> THIS WAS LAST SPRING AROUND APRIL, MAY, JUNE.

>> THEY WENT FROM SEPTEMBER TO THE SPRING THE FOLLOWING YEAR NEVER HAD RIDDEN THE SCHOOL BUS ACCORDING TO THE STAFF.

>> CORRECT.

WE DID THE SAME THING THIS PAST FALL TO DETERMINE WITHIN A MONTH WHEN SCHOOL STARTED THE EXACT SAME THING.

>> WITH THE INCREASE WITH DOOR TO DOOR, IS THAT A NUMBER

>> NUMBER OF STUDENTS HAS INCREASED FIVE OR 6% OVER THE LAST FEW YEARS.

>> THE HOMELESS STUDENTS, IS THAT AN INCREASE OVER LAST YEAR, THAT 6.4 MILLION.

>> YES.

SO RIGHT NOW WE'RE PROJECTED TO TRANSPORT AROUND 610 HOMELESS STUDENTS INTO BOSTON.

THE FIGURE LAST YEAR WAS 457.

>> IN TERMS OF WORKING WITH CHARTER SCHOOLS OR PAROCHIAL SCHOOLS AROUND, YOU HAVE TO PROVIDE TRANSPORTATION BASED ON WHAT THE STATE SAYS.

HOW HAS EITHER OF THOSE SYSTEMS, I USE THE WORD SYSTEM EVEN THOUGH THEY'RE NOT SYSTEMS, HOW HAVE THEY ADOPTED TO BPS?

HAVE THEY ADOPTED THE TRANSPORTATION PLAN YOU'RE USING IN TERMS OF THESE SMALLER GEOGRAPHIC ZONES OR IS IT STILL JUST THEY EXPECT CITY WIDE FROM MATTAPAN TO EAST BOSTON.

>> THE PRIVATE PROKEELS OPERATE ACCORDING PAROCHIAL OPERATE ACCORDING TO THEIR INSIST TUMS.

THE CHARTER SCHOOLS ARE CITY WIDE HOWEVER.

I MISSPECK TO PROVIDE CLARITY ON THE DOOR TO DOOR POPULATION INCREASE THE ANNUAL GROWTH RATE IS 6.6%.

IF YOU LOOK AT THE ACTUAL PERCENTAGE CHANGE FROM FY12 TO FY18, I BELIEVE IT'S CLOSER TO 30%.

>> PAROCHIAL OR THE THREE ZONES.

>> CORRECT.

CHARTERS ARE CITY WIDE.

>> HOW MANY OF THE CHARTER SCHOOL STUDENTS ARE ACTUALLY UTILIZING CITY WIDE, LIKE LONG MORE THAN TWO MILES THREE MILES IN TERMS OF TRANSPORTATION.

DO YOU HAVE THAT KIND OF ANALYSIS.

>> I DON'T BELIEVE WE HAVE THAT ANALYSIS IN FRONT OF US.

WE CAN ALWAYS GET THAT BACK TO YOU.

FOR OBVIOUS REASONS, THEY ARE MORE APT TO HAVE A LONGER TRANSPORTATION SCHEME THAN A BUS LOAD OF SCHOOL STUDENTS BECAUSE THEY ARE NOT CONFINED BY HOME BASE ASSIGNMENTS.

>> RIGHT.

BUT WHEN THERE ARE MEETINGS INVOLVING THE BOSTON COMPACT OR WHEN THERE WERE DISCUSSIONS AROUND, YOU KNOW, UNION SERVICIAL KIND OF UNIVERSAL KIND OF ENROLL.

THERE WAS THIS SUGGESTION THERE WAS A WILLINGNESS OF CHARTER SCHOOLS TO BE MORE IN LINE TO WHAT BPS WAS DOING IN TERMS OF TRANSPORTATION.

ARE YOU SAYING THAT'S NOT ACTUALLY BEARING OUT IT'S STILL KIND OF ALL OVER THE PLACE.

>> AS OF RIGHT NOW, YES THAT'S WHAT'S HAPPENING, YES.

IT IS WORTH BRINGING THAT IDEA BACK UP TO THE COMPACT FREQUENT OR TO OUR CHARTER PARTNERS TO DETERMINE IF THEY WOULD BE AMENABLE TO APPLYING THIS SAME TYPE OF STRUCTURE THAT WE HAVE TO ASSIGN BOSTON PUBLIC SCHOOLS.

THE OTHER THING THAT CAUSED A SMALL ISSUE IN SOME CASES WITH CHARTERS IS THE GEOGRAPHY OF THE CHARTER SCHOOL CHANGES MORE FREQUENTLY THAN IT DOES WITH DISTRICT SCHOOLS.

IN FACT THERE WAS A SCHOOL NOT LONG AGO IN BRIGHTON NOW IN DORCESTER HAS MASSIVE TRANSPORTATION COSTS AND VERY LONG COMMUTE FOR CHILDREN ON THOSE BUSES.

>> JUST A COUPLE MORE.

DIRECT I'LL COME BACK.

THANK YOU.

>> THANK YOU, MR. CHAIR.

GOOD AFTERNOON, JOHN.

THANK YOU FOR YOU AND YOUR TEAM.

JUST A COUPLE QUESTIONS HERE.

JOHN, CAN YOU EXPLAIN TO ME THE DIFFERENCE OF TRANSPORT AGENT TYPES. I THINK I HAVE AN UNDERSTANDING CORNER BUS, CORNER BUS AND MBTA. CAN YOU EXPLAIN THAT TO ME, WHAT IS OUR COST AND IS THERE ANY COST. STRAIGHT MBTA IS MOSTLY SIXTH GRADERS TO HIGH SCHOOL. DO WE GIVE THEM THE CHARLIE PASSES OR WHAT'S OUR COSTS THERE?

>> SO THE COST THAT WE BEAR IN PROVIDING MBPA PASSES FOR STUDENTS IN SEVEN TO 12, WE DO HAVE SOME SIXTH GRADERS ON T PASSES AS WELL I BELIEVE WAS \$28 PER OR \$29 PER PASS PER MONTH FOR STUDENTS OVER TEN MONTHS. IT COSTS US \$290 FOR EVERY STUDENT AS LONG AS THEY'RE ELIGIBLE. FOR 7TH AND 8TH GRADERS THEY NEED TO LIVE A MILE AND A HALF. FOR 9 12 VERY NEED TO LIVE OUTSIDE OF TWO MILES. IF THEY MEET THE ELIGIBILITY CRITERIA THEY RECEIVE A PASS. IF THEY DO NOT AVAIL THEMSELVES OF THAT SERVICE THE T WILL NOT CHARGE US FOR THAT PASS FOR THAT MONTH. SO THE CHARGES ARE APPLIED TO US RETROACTIVELY AT THE CLOSE OF EACH MONTH.

>> TO SEE WHO IS USING THE PASSES.

>> EXACTLY.

>> SO WHAT'S THE DIFFERENCE BETWEEN CORNER BUS MBTA AND JUST STRAIGHT MBTA.

>> CORNER BUS MBTA SIMPLY MEANS THAT FOR MANY OF OUR HIGH SCHOOLS IN PARTICULAR WE HAVE SHUTTLE BUS SERVICE. IN ORDER TO GET THAT SHUTTLE MANY TIMES STUDENT WILL TAKE THE MBTA TO FRERKS ENTER THE STATION. THEY WILL GET ON THE SHUTTLE BUS THAT WILL TAKE THEM TO DIFFERENT HIGH SCHOOLS. THERE ARE DIFFERENT SHUTTLE BUSES FOR DIFFERENT SCHOOLS.

>> THAT LEAVES FROM HUBS.

>> YES.

>> OKAY THANK YOU.

WHEN WE CHANGE, WHEN WE WENT TO THE DIFFERENT GIFTS ABOUT FIVE YEARS AGO WAS BEFORE YOU GUYS, WE, WAS THERE ANY SAVINGS THERE? DID WE ACTUALLY CREATE ANIERS WALKERS UNDER ARE THAT PLAN DID IT SAY STAY THE SAME. WERE THEY BEING BUSSED TO THE SAME PLACES.

>> AFTER IT RELATED TO THE EXTEND LEARNING TIME COSTS SOMETIMES IT'S HARD TO ISOLATE THESE VARIABLES FROM A SEA OF OTHER FACTORS. WE DO SEE THERE HAS BEEN AN INCREASE OF LOCKERS OVER THE LAST SEVERAL YEARS. WE DO SEE THAT THE AVERAGE ENROLLMENT DISPERCENT IS A TERM WE OFTEN USE, THE AVERAGE ENROLLMENT DISPERSION HAS DRIFT CLOSER TO WHERE THE SCHOOL US. BECAUSE WE'RE STILL GRANDFATHERING TRANSPORTATION FOR STUDENTS WHO ENTERED THE SCHOOL FROM THE PREVIOUS SYSTEM AND MORE IMPORTANT BECAUSE WE'RE ALLOWING SIBLINGS OF THOSE CHILDREN TO BE GRANDFATHERED UNTIL COMPLETED WITH THEIR SCHOOLING, WHAT WE'RE SEEING IS AREAS FROM THE SCHOOLS WE WERE DRAWING FROM BEFORE IS NOW LEFT DENSE BUT THEY'RE STILL THERE. SO IF YOU CONSIDER IT THIS WAY, THERE MIGHT BE A SCHOOL IN HYDE PARK THAT DRAWING MAYBE YEARS AGO WAS DRAWING MANY STUDENTS FROM SOUTH BOSTON. IT NOW WOULDN'T BE DRAWING THE SAME NUMBER OF STUDENTS BUT IT'S STILL DRAWING A SMALL NUMBER OF STUDENTS. THAT'S WHERE THE COSTS ARE ASSOCIATED WITH TRANSPORTATION.

SO THE MOVE TOWARD HOME BASE DID NOT SAVE AS MUCH FROM A TRANSPORTATION PERSPECTIVE AS I THINK PEOPLE MIGHT HAVE SURMISED AT THE TIME.
>> TO TALK ABOUT THE TRANSPORTATION FOR THE HOMELESS CHILDREN, IT'S GOING TO BEAR A COUPLE HUNDRED KIDS UP TO 6 00 OR WHATEVER.
IS THERE A LONG TERM PLAN.
SO THEY ARE ORIGINALLY FROM BOSTON BUT THEY END UP WHEREVER END UP.
IF THEY END A YOU IN MORE STABLE SURROUNDINGS, DO WE HAVE ANY SENSE OF THAT?
WHAT'S THE PLANNING AROUND THAT OR WE JUST HAVE TO TAKE IT CASE BY CASE.
>> FROM MY UNDERSTANDING IF THE FAMILY WISHES TO REMAIN AT THE SCHOOL THEY CAN CONTINUE TO DO SO UNTIL THEIR TIME AT THAT SCHOOL THESE COMPLETED.
>> EVEN IF THEIR STATUS IS NOT NECESSARILY HOMELESS ANYMORE.
>> I CAN'T SPEAKER TO HOW YOU WOULD ESTABLISH PERMANENCE IN A LOCATION. WHEN YOU DO THAT, YOU MAY THEN SEVER THAT RELATIONSHIP.
WE CAN FOLLOW UP WITH YOU.
>> HOW MANY BUS DRIVERS DO WE HAVE?
>> IT'S A LITTLE BIT CONFUSING.
WE HAVE 608 BUS ROUTES.
WE HAVE 652 BUS DRIVERS.
HOWEVER AS OF THE LAST COUNT 107 OF THEM ARE ON A LONG TERM LEAVE ABSENCE.
51 OF WHOM NEVER ACTUALLY DRIVEN FOR THE CURRENT MEMBER BUT BECAUSE OF THE COLLECTIVE BARGAINING AGREEMENT RESTRICTION, THEY ARE STILL ON THE BOOKS.
>> WOULD I STILL CARRYING THEM.
>> YES.
WE ALSO HAVE TO CARRY A MANDATORY 14% STAND BY RATE OF DRIVERS.
THAT MEANS HOWEVER MANY BUS ROUTES YOU HAVE NEED TO CARRY THAT TIMES 14% OF ADDITIONAL DRIVERS TO ACT AS STAND BYES AVAILABLE IN CASE OF ATTENDANCE CHALLENGES WE OFTEN V THE NUMBER OF AVAILABLE DRIVERS IS FAR LOWER THAN WHAT THAT STAND BY RATE WOULD IMPLY KNOWING WE'RE MAKING CHANGES THIS YEAR WE INTENTIONALLY WENT INTO THE YEAR WITH A 20% STAND BY RATE WHICH YOU CAN TELL IS A GOOD WAYS HIGHER THAN THE 14% OBLIGATED TO PROVIDE.
>> YOU MAKE SURE THE ROUTES ARE COVERED.
>> YES.
>> WHAT IS EXCEPTION TIME?
>> EXCEPTION TIME FORGIVE THE TERM BECAUSE IT'S NOT VERY SELF EXPLANATORY.
AND JOHN, YOU CAN WEIGH IN AFTER THIS BUT EXCEPTION TIME IS WHEN A DRIVER PERFORMS A ROUTE FOR LONGER THAN THE ROUTE HAS BEEN DESIGNATED TO PERFORM UNDER.
SO FOR EXAMPLE, IF YOU WERE A BUS DRIVER AND YOU SHOULD BE LEAVING THE YARD EVERY DAY AT 6:00 A.M. AND GET BACK BY TIME YOUR ROUTE IS OVER FOUR YEARS.
IF YOU GET BACK AT 10:30 THAT'S WHAT'S CALLED 30 MINUTES OF EXCEPTION TIME BECAUSE IT'S AN EXCEPTION TO THE DECEMBER NATED TIME IN THE ROUTE.
WE NEED TO PAY YOU FOR THAT TIME WHETHER IT WAS TRAFFIC RELATED OR OTHER REASONS.
>> I'M SORRY.
CAN I COME BACK TO YOU?
>> SURE.
>> UNLESS IT'S ONE QUICK ONE.

>> WELL YOU THREW ME OFF SO NO, WE'LL HAVE TO, THANK YOU.

>> THANK GOD FOR SMALL FAVORS.

COUNCILOR PRESSLEY.

>> THANK YOU MR. CHAIRMAN AND THANK YOU ALL FOR ALSO BEING HERE AND A SPECIAL THANK YOU FOR THE FOOD AND NUTRITION SERVICE SIDE.

I'M SO PROUD TO HAVE PLAYED A PART IN THE POACHING OF YOU FROM CALIFORNIA.

YOU'VE BEEN AN INCREDIBLE CONTRIBUTION.

AS I TELL THE STORY OFTEN WHEN SUPERINTENDENT CHANG CAME ON FORWARD AND MY FIRST MEETING WITH HIM THAT WAS THE NUMBER ONE ITEM ON THE AGENDA AND HE SAID I KNEW YOU WERE GOING TO ASK ABOUT THIS, EVERYONE TOLD ME YOUR COMMITMENT TO IMPROVING THE QUALITY OF SCHOOL FOOD.

I HAD THE FOOD MYSELF TODAY AND WE CAN DO BETTER.

THE GOOD NEWS IS WE ARE DOING BETTER AND I JUST WANT TO COMMEND YOU AND THE ENTIRE TEAM AND THE SUPERINTENDENT FOR PUTTING YOU AS AN EQUAL PARTNER AMONGST ALL OTHER CABINET MEMBERS BECAUSE CERTAINLY OUR ABILITY TO IMPROVE OUTCOMES BEGAN WITH STUDENT READINESS TO LEARN AND WHAT THEY ARE FUELING THEIR BODIES WITH.

WE HAVE PARTNERS WITH PARENT AND STUDENT TASTE TESTING TO MANY WORKING GROUPS TO CULINARY ARTS CHALLENGES.

SO AGAIN I JUST THANK YOU FOR YOUR PARTNERSHIP.

AND THE LION'S SHARE OF MY QUESTION IS GOING TO BE IN THIS SPACE BUT AGAIN KUDOS TO YOU AND THE ENTIRE DEPARTMENT.

SO MY FIRST QUESTION IS, COULD YOU TELL US IF ULTIMATELY THERE IS A PLAN TO RETURN TO A CENTRAL KITCHEN OR WILL WE JUST EXPAND OUT THIS HUB AND SPOKE MODEL.

>> THAT'S A GOOD QUESTION.

I THINK FOR AS WE ARE LOOKING AND EXPLORING MORE AND MORE INFORMATION OF HOW THE HUB AND SPOKE PROJECT IS WORKING, WE ARE SEEING IT AS A MANY CENTRAL KITCHEN WHERE THE HUB IS, EAST BOSTON HIGH SCHOOL AND PROVIDING TO THREE OTHER SCHOOLS THAT WERE PREVIOUSLY SATELLITE SCHOOLS THAT WE BUILT OUT TO BE THEIR OWN SMALL KITCHENS.

SO IN MODELING THAT AND THINKING THROUGH HOW THAT WOULD EXPAND ACROSS THE DISTRICT, THAT IS STILL SOMETHING THAT'S STILL IN THE WORKS.

IT'S NOT OFFICIAL BUT IT'S SOMETHING I'M STILL CONTINUING TO EVALUATE.

>> WHETHER OR NOT WE SHOULD RETURN TO A CENTRAL KITCHEN.

>> CORRECT BECAUSE IT WOULD BE REALLY TRULY BY BOSTON AND FOR BOSTON IT WOULD BE AN EQUAL SYSTEM HOW WE PROVIDE OUR MEALS.

>> THAT WAS MY NEXT QUESTION.

HOW MANY OF OUR SCHOOLS ARE FARM TO SCHOOLS?

>> I DON'T KNOW THAT ANSWER.

I HAVE TO GET BACK TO YOU.

>> OKAY.

WELL I THINKAL MOTHERLY THAT'S THE GOAL HERE IS THAT ALTHOUGH WE DID WORK CLOSELY TOGETHER AND ARE PLEASED TO HAVE A VENDOR THAT'S PROVIDING FOOD, THE STUDENTS MAKING PERSONAL CHOICES ABOUT HEALTHIER EATING.

I TO SEE AN TON HERE FOR THE ECONOMY, LOCAL ECONOMY.

I HOPE THAT'S THAL MOTHER GOAL IS TO GET US TO A FARM TO SCHOOL MODEL.

>> I THINK IT WOULD ALSO, I GUESS IT WOULD DEPEND ON HOW WE DEFINE FARM TO SCHOOL FOR BOSTON.

WE WOULD WANT IT TO BE 100% OF THE BOSTON SCHOOL DISTRICT.

>> HOW ARE WE CURRENTLY HANDLING OUR FOOD WASTE.

DO WE HAVE ANY SCHOOLS THAT ARE COMPOSING?

IS THERE SOMETHING WE'D ALSO LIKE TO SEE IN THE FUTURE.

PART OF SORT OF A FIVE YEAR PLAN OR A GOAL.

>> THAT IS PART OF OUR PLAN TO MAKE SURE WHENEVER WE ARE UTILIZING WE CAN PUT IT BACK INTO THE ENVIRONMENT SO WE CAN COME BACK INTO OUR FOOD SYSTEM. WE HAVE A COUPLE SCHOOLS HERE OR THERE THAT MAY DO THEIR OWN COMPOST IS. >> DISTRICT WIDE.

IN AN EFFORT TO MAKE THE FOOD MORE CULTURALLY RELEVANT, MORE NEW TREATMENT DENSE, MORE PALATABLE, IT IS OUR HOPE WE WOULD OFTEN SEE LESSER FOOD WASTE.

SO I'M JUST CURIOUS HOW DO YOU QUANTIFY THAT?

HOW DO YOU DETERMINE WHAT THE LEVEL OF FOOD WASTE IS AND TO WE SEE A DROP OFF.

>> WE SEE MORE OF THE DROP OFF IN SITES WHERE WHERE THEY ARE PREPARING THEIR MEALS.

BECAUSE YOU CAN BE ABLE TO MAKE, WHEN YOU DO YOUR PRODUCTION ABLE TO UTILIZE SOME OF THE ITEMS YOU DON'T USE AND CAN USE IT THE NEXT DAY BECAUSE YOU HAVE PROPER FACILITIES TO STORE AND TO REHEAT SO THE WASTE IS MINIMAL.

AT LOCATIONS WHERE WE DO PREPAID MEALS THE WASTE IS HIGHER SIMPLY BECAUSE IT IS A FRESHER PRODUCT AND IT HAS A VERY SHORT SHELF LIFE.

>> I'M SORRY, I MEANT PREVIOUSLY WE HAD A FOOD WASTE PROBLEM BECAUSE THE KIDS WERE NOT EATING THE FOOD.

THAT'S MY QUESTION.

ARE YOU ABLE TO GAIN INSIGHTS ARE THE KIDS EATING TO GAUGE ARE THE KIDS EATING MORE OF THE FOOD.

>> THAT IS ONE OF THE MEASUREMENTS WE UTILIZED IN THE HUB AND SPOKE. WE ARE ABLE TO SEE THAT WHAT THE CHILDREN ARE EATING AND WHAT THEY ARE CHOOSING.

SO THE CONSUMPTION IS HIGHER AND WASTE IS LOWER.

>> GREAT.

ONE OF THE THINGS I REALLY APPRECIATE WAS DEMONSTRATED COMMITMENT BY YOUR DEPARTMENT TO STRENGTHEN THE OPPORTUNITY TO HEAR FROM THE COMMUNITY, FROM THE STUDENTS, YOU KNOW.

AND THAT WAS WHY WE WANTED TO HAVE SOMETHING THAT WOULD BE MORE CULTURALLY RELEVANT, RIGHT.

I'M WONDERING, IS THAT FEEDBACK SOMETHING THAT'S HAPPENING REAL TIME SOME STUDENTS AND MANY OFFERINGS.

>> WE CONTINUE TO WORK WITH PRODUCT BREAD THAT GOES OUT AND DOES A LOT OF TASTE TESTING FOR A LOT OF DIFFERENT MENU ITEMS.

I CAN SEND YOU A SCHEDULE OF WHAT WE HAVE TASTE TESTED.

OUR GOAL IS TO GET AT LEAST 75% STUDENT APPROVAL RATING BEFORE WE PUT IT ON THE MENU FOR DISTRICT WIDE.

>> OKAY, GREAT.

THANK YOU.

THANK YOU VERY MUCH FOR THAT.

AND THEN I'M JUST CURIOUS, YOU KNOW, GIVEN WHY THERE WILL BE THINGS LIKE THAT AND I DID SEE ALL THESE THINGS WORKING TOGETHER.

SO CAN SOMEONE TELL ME, ARE YOU REQUIRED BY LAW TO MAKE SURE THAT EVERY STUDENT HAS ACCESS TO GYM AND IS EXPERIENCING RECESS.

BECAUSE I SEE ALL THESE PARTS WORKING TOGETHER.

SO CAN SOMEONE ANSWER THAT?

IS EVERY CHILD GETTING RECESS AND GETTING GYM?

>> I CAN'T SPEAK TO THAT.

I CAN MAKE SURE THAT SOMEONE GETS BACK TO YOU.

>> SO I'LL BRING IT FULL CIRCLE.

ON A FEDERAL LEVEL HOW, WE FARING ACCORDING TO THE GUIDELINES MICHELLE OBAMA, FORMER FIRST LADY ROLLED OUT IN TERMS OF THE HEALTHY AND HUNGRY FREE CHILD INITIATIVE.

ARE WE KEEPING PACE AND REDUCING SALT AND SODIUM.

HOW CAN WE COUNTERACT CHILD OBESITY.

>> THE [INDISCERNIBLE] ADMINISTRATION FOCUSED ON INCREASING THE AMOUNT OF WHOLE GRAINS WE WANT TO PROVIDE TO STUDENTS AS WELL AS REDUCING SODIUM. THEY DIVIDED SODIUM INTO THREE TARGET LEVELS.

FOR SODIUM.

THE SECOND TARGET LEVEL WAS DUE FOR DISTRICTS THIS PAST FULL YEAR.

I'M HAPPY TO SAY THAT BOSTON MOVED FORWARD WITH TARGETS TO REMOVING THE TARGET TWO LEVELS OF THE SODIUM THAT WAS REQUIRED.

IT'S GOING TO BE HEALTHIER EVEN THOUGH THROUGH THIS CURRENT ADMINISTRATION THEY STATED THAT SCHOOL DISTRICTS CAN ACTUALLY REMAIN AT TARGET ONE LEVELS.

>> I GOT CAN YOU.

SO WE'RE MOVING FORWARD WHILE OTHERS ARE STAYING STAG INFORMANT.

>> RIGHT.

>> HOW WOULD WE ENCANS LATE WHAT THE PRODUCT IS WE'RE CURRENTLY PROVIDING.

SO NO HIGH CAN YOU TICK THAT OFF.

>> I HAVE MY LIST.

WE ARE FOCUSED ON BEING AS CLEAN AS POSSIBLE.

AND WE WANT TO DO EVERYTHING WE CAN FOR OUR LABELS TO BE, TO HAVE THAT TO PROCESS SO THAT WOULD BE NO ARTIFICIAL COLORS, FLAVORS, SWEETENERS OR PRACTICE SEVENNIVES.

NO HIGH FRUCTOSE CORN SYRUP OR TRANSFAT.

IS NEXT BIG US ONE IS ELIMINATING WHEAT, FLOWER AND ANT FLOUR AND ANTIBIOTICS.

>> IS THERE A CHIEF CURRICULUM.

HOW MANY OF OUR SCHOOLS HAVE CULINARY ARTS, CURRICULUM OR TRAINING OPPORTUNITY?

AND ALSO ON THE FOOD SERVICE SIDE, AS WE'RE LOOKING TO MOVE TOWARDS FRESHER HEALTHIER MORE DECONSTRUCTIVE FOOD, WILL WE ALSO BE INVESTING IN THE PROFESSIONAL DEVELOPMENT OF OUR FOOD SERVICE WORKERS.

IT'S MY UNDERSTANDING THEY FEEL UNDER STAFF AND YOU HAVE SOME POSITIONS TO BE FILLED.

I'M WONDERING IF YOU'RE WORKING WITH COMMUNITY PARTNERS LIKE KNEECAP AND OTHERS WHERE THEY GET CREDIT TOWARDS THEIR PROGRAM WHILE OFFERING EXTRA HANDS NEEDED IN THE KITCHEN.

>> LAST YEAR WE PARTICIPATED IN THE COOKING EXCHANGE COLLEGE WHICH WE WILL BE PARTICIPATE AGAIN THIS SCHOOL YEAR WE HAVE.

INVITED THREE OF THE CULINARY PROGRAMS WE KNOW OF IN THE DISTRICT WHICH ARE BOSTON DADE BOSTON AWE COD ME AND ALSO FENWAY HIGH SCHOOL.

THE THREE GROUPS THERE WILL BE PARTICIPATING IN OUR CONTEST NEXT WEEK. AND IT WILL BE AN OPPORTUNITY FOR CHILDREN TO UTILIZE OUR RESTRICTIONS AND OUR BUDGET TO MAKE A MENU.

>> PLEASE INVITE ME.

>> I WILL MAKE SURE YEW ON THAT LIST.

ALSO AS WE LEARNED FROM THE HUB AND SPOKE PROJECT WHICH IS TRANSFORMED INTO THE MY WAY CAFE, CLEARLY TRAINING IS AN OPPORTUNITY FOR US TO BE ABLE TO INVEST IN OUR STAFF BECAUSE IT IS VERY DIFFERENT FROM THE PROCESS WHERE YOU HEAT AND SEVEN TO WHERE YOU'RE ACTUALLY PREPARING AND IT'S A LOT OF ENGAGEMENT WITH STUDENTS.

I THINK IT'S A WONDERFUL THING.

SO PART OF THAT IS WITH THE SUPPORT OF THE SHAW FAMILY FOUNDATION, THEY'VE INTRODUCED US TO A LOT OF DIFFERENT PROGRAMS IN GROUPS INCLUDING FOR EMPLOYEES THAT HAVE HAD REALLY GREAT CULINARY TRAINING THAT WE CAN BE ABLE TO INCORPORATE BACK INTO IT AND WE WOULD OFFER TRAINING PROCESSES FOR OUR EMPLOYEES AS WELL.

>> GREAT.

I THANK THE CHAIR FOR HIS INDULGENCE MY FINAL QUESTION UNRELATED TO FOOD I SAW A BULLET HERE ABOUT THE NWBE SPEND AND IT SAYS SEE THE ATTACHED PAGE AND I HAD DIFFICULTY.

IT'S JUST ASKING GIVEN OUR SHARE GOAL TO ADDRESS INCOME INEQUALLY IN THE WEALTH GAP AND COUNCILOR AND I WORKED IN THE PAST TO STRENGTHEN THE CITY SPEND WHEN IT COMES TO NWBE VENDOR AND CONTRACTING OPPORTUNITIES.

I'M JUST WONDERING IF SOMEONE COULD ANSWER THAT.

I SAW A SLIDE HERE SOMEWHERE BUT A BULLET THAT I JUST I CAN'T SEEM TO FIND THE ACTUAL NUMBER.

>> MY APOLOGY.

>> I WILL TRY TO FIND THE PAIN.

I'LL CIRCLE BACK.

MR. CHAIRMAN IF YOU WANT TO MOVE ON.

>> CORNER COUNCILOR EDWARDS.

>> THANK YOU SO MUCH.

A LOT OF MEYER QUESTIONS HAVE ALREADY BEEN ANSWERED.

I WANT TO CONGRATULATE YOU ON THE SCHOOL LUNCH.

THAT'S WHERE WE MET IN EAST BOSTON WHICH WAS MY DISTRICT.

THE FOOD WAS EXCELLENT AND I SEE YOU HAVE A PICTURE OF ME EATING IT.

SO THAT WAS A TRUE SMILE HONESTLY, MEETING THE KIDS AND JUST SEEING THEIR GENUINE JOY TO SEE THEM BEING EXCITED ABOUT A SCHOOL LUNCH.

ALSO THANKING THIS WAS REALLY SATISFYING AND IT MADE ME, REALLY BROUGHT WARMTH TO MY HEART.

YOU GUYS ARE DOING AN AMAZING JOB SO CONGRATULATIONS ON THAT.

I JUST WANT TO TALK A LITTLE BIT ABOUT SOME SPECIFIC BUSING QUESTIONS AND THEN I'LL PICK UP ON SOME OF THE GRADE CONFIGURATION QUESTIONS.

IF I READ CORRECTLY ON PAGE 25, THERE ARE 247 PROPANE BUSES THAT YOU HAVE.

I THINK THERE'S A TOTAL OF 600 BUSES YOU USE ON A DAILY BUSES FOR 1500 TRIPS.

>> ROUGHLY.

>> JUST BEAR WITH ME THEN.

247 ARE PRO PAIN.

WHAT ARE THE REST, ARE THEY DIESEL.

>> YES.

>> WHAT IS THE MOVE TO INCREASE THE AMOUNT OF PROPANE.

>> WE'VE BEEN REALLY A LEADER IN SCHOOL DISTRICTS IN MAKING AN EARLY MOVE TOWARD PROPANE POWERED VEHICLES.

I DON'T KNOW IF YOU CAN SPEAK TO THAT IN MORE DUTY.

I KNOW IN THE AUDIENCE

>> WHENEVER WE GO FOR NEW BUSES THEY'RE ALL PROPANE.

WE STARTED WITH AN ENTIRE FLEET OF PROPANE.

WE RECYCLE THROUGH BUSES AS THEY AGE OUT.

WE'RE REPLENISHING THEM WITH PROPANE BUSES.

WE'RE ON OUR WAY BUT IT JUST DEPENDS HOW MANY WE'RE RETIRING.

>> IT'S REALLY NOT AN INTENTION PROGRAM OR ACT.

YOU WERE REPLACING BUSES, YOU'RE JUST GOING TO USE PROPANE.

I GUESS IMPORTANT ME WE HAVE LESS THAN HALF OUR BUSES ARE PROPANE.
WE AUNT ALL OF THOSE TO BE PAIN.
YOU'LL DO IT MORE AGGRESSIVELY FOR BUSES TO HAVE TO RETIRE TO GET THEM AS
WE NEED THEM.

>> WE ARE INTENTIONALLY GOING AFTER PROPANE.

IT'S JUST THE MEANS AND HOW WE WANT TO DO LIFE CYCLE AND MANAGEMENT WITH
ALL THE BUSES IS YOU WANT TO DO IT IN A CYCLICAL KIND OF WAY SO YOU'RE
NOT BUYING 600 NEW BUSES EVERY 10 15 YEARS YOU'RE BUYING INCH BY INCH.
DIESEL BUSES ARE POISEY AND I TALK TO VETERAN DRIVERS JUST DRIVING EVERY
DAY.

SO IT'S ABSOLUTELY INTENTIONAL.

>> SOMETHING I WOULD SAY TO BRIEFLY EXPAND THAT YES IT IS INTENTIONAL
MOVING IN THAT DIRECTION.

WE WANT TO MAKE SURE OUR BUS ACQUISITION COSTS STAY RELATIVELY FLAT 6% OF
OUR BUDGET.

IF WE TEND TO BE MORE AWE LOS ANGELESIVE TO SWITCHING OVER TO PROPANE IT
WOULDN'T BE COST EFFECTIVE TO DO SO IN SO IF YOU ARE THAT PERCENTAGE
WOULD CHANGE DRAMATICALLY AND WOULD LEAD TO A SPIKE IN COSTS RELATED TO
THIS WE WOULD THEN BEAR OUT YEAR OVER YEAR BECAUSE OF THE LEASING COSTS
AFTER THAT.

>> HOW MANY BUSES DO YOU REPLACE ON A YEARLY BASIS ON AVERAGE.

>> IT'S VARIES ABOUT 70 OR SO.

>> AND THERE'S LITTLE OVER 200 SOME ODD LESS SO WE'RE TALKING A LONG TIME
SO WE HAVE A FULL FLEET OF PROPANE BUSES.

>> IT COULD BE ANOTHER FOUR YEARS.

IT'S HARD TO SAY.

>> WHEN WAS THE LAST TIME THE CITY LOOKED AT COSTS.

DID YOU LOOK AT ANY ATTEMPT TO MOVE TO THAT FORM OF TRANSPORTATION.

>> [INDISCERNIBLE].

>> PETER, IF YOU DON'T MIND COMING DOWN TO THE ROSTRUM AND INTRODUCE
YOURSELF.

HE'S OUR COMPLIANCE MANAGER AND ONE OF THE EXPERT PERSONS IN THE STATE ON
SCHOOL BUS, THE SCHOOL BUS INDUSTRY.

>> WE HAD BEEN, WE'VED FOUR PROCUREMENTS, THREE PROCUREMENTS OF PROPANE
BURKSZ 86, 6 AND 75.

WE PLAN ON PURCHASES ANOTHER 75 THIS SCHOOL YEAR.

THE MODELED THAT WE HAVE

SO FAR HAVE BEEN PURPOSE BUILT FOR OUR OPERATING CONDITIONS WHICH IS FOR
MORE SCHOOL DISTRICTS.

WE DOUBLE THE NUMBER OF HOURS IN AN AVERAGE SCHOOL DISTRICT.

WE HAVE LOOKED AT ELECTRIC BUSES.

WE'RE NOT THERE YET WITH ELECTRIC PROPULSION.

THEY DON'T GO THE ENTIRE DAY RELIABLY AND MOST OF THE TECHNOLOGY IS NEW.

NOW THAT CALIFORNIA HAS RENEWED THEIR EFFORT, THE MAJOR PLAYERS ARE
GETTING BACK INTO THE MARKET.

THE ELECTRIC BUS COSTS ABOUT \$250,000 AND SO WE THINK THE BEST WAY TO
PROCEED IS TO REPLACE AS MANY OLDER BUSES AS POSSIBLE.

>> WITH PROPANE.

>> THAT'S CORRECT.

THE SOB THING I'D ADD IS THAT AT THE END OF THIS YEAR I WOULD HAVE 2010
EMISSIONS BUSES OR NEWER WHICH IS SOME 95% CLEANER THAN THE 2004
EMISSIONS.

SO OUR EMISSIONS ARE QUITE CLEANED.

THE DAY OF KNEES AND EVEN OLDER OUR GONE BUT IT'S OUR INTENTION TO CONTINUE ON PROPANE.

>> THANK YOU VERY MUCH.

THAT WAS INCREDIBLY INFORMATIVE.

IN TERMS OF THE FUNDING THEN FOR ANY OTHER ALTERNATIVE FORMS SUCH AS AN ELECTRIC VEHICLE, HAVE YOU LOOKED TO THE STATE FOR FUNDS FROM THE POLLUTION SETTLEMENT, FROM OTHER WAYS IN WHICH TO TRY AND BRING IN OTHER WAYS TO PAY FOR.

>> THAT'S STILL IN THE PROCESS OF BEING FORMULATED.

WE HAVE LOOKED AT THOSE BUT TYPICALLY IT'S ONE BUS, WHICH IS A RELATIVELY SMALL PURCHASE.

WE DON'T FEEL THAT ELECTRIC PROPULSION IS THERE YET.

IT'S MUCH BETTER FROM AN ENVIRONMENTAL STANDPOINT AND OPERATING STANDPOINT TO PURCHASE THREE PROPANE BUSES, RETIRED TO PURCHASE ELECTRIC.

>> THANK YOU VERY MUCH.

SPECIFICALLY WITHIN MY DISTRICT, I HAD A LOT OF CALLS AND CONCERNS ABOUT THE BLA BUS SERVICE FROM CHARLESTOWN EAST BOSTON TO BOSTON MARTIN ACADEMY.

AND BEGIN I KNOW ASKED IN FEBRUARY ABOUT ITS CONTINUANCE, I KNOW IT WAS A BIG ISSUE BEFORE.

I'M ASKING NOW AGAIN IN MAY WHETHER THIS BUS WILL BE DISCONTINUED OR NOT AND WHAT KIND OF ADVANCE NOTICE PARENTS WOULD HAVE.

OF COURSE I WOULD LOVE FOR IT TO CONTINUE BUT I WANT TO KNOW.

>> TO MY KNOWLEDGE, THAT DECISION HAS NOT BEEN MADE AS OF NOW.

I DO KNOW THERE'S AN EQUITY ANALYSIS OF SHUTTLE BUS SERVICE TO ALL HIGH SCHOOLS CONDUCTED A LITTLE OVER A YEAR AGO BY THE OFFICE OF EQUITY OF BOSTON PUBLIC SCHOOLS AND IT WAS THROUGH THAT DECISION THROUGH THAT ANALYSIS I SHOULD SAY THAT A DECISION WAS REACHED THAT THAT PARTICULAR SHUTTLE BUS WAS NOT NEEDED AND DID NOT MEET THE SAME CRITERIA THAT OUR OTHER SHUTTLE BUSES KNEW AT OTHER SCHOOLS.

I DO KNOW THAT THERE WAS AN AWFUL LOT OF PUSH BACK RELATED TO THAT THAT WE THEN HONORED BY SUPPLYING THE BUS AGAIN THIS YEAR.

I MENTIONED AT THE OUTSET TO MY KNOWLEDGE A DECISION HAS NOT BEEN MADE ON THAT YET IF WE DO DECIDE TO DISCONTINUE THAT, YOU'RE RIGHT WE DO NEED TO MESSAGE THAT AS SOON AS POSSIBLE TO ALL FAMILIES BUT THAT'S SOMETHING RIGHT NOW THAT WE'VE CONSIDERED.

>> WE GOT THAT DECISION IN AUGUST OF LAST YEAR SO A LOT OF FAMILIES THAT WAS TOO CLOSE TO THE START OF THE SCHOOL YEAR.

IDEALLY YOU WILL BE TELLING US WHAT YOUR DECISION IS AND I'M GOING ON RECORD TO HOPE YOU CONTINUE THE BUS.

THIS IS MY SECOND ASK A FORUM.

WE ASKED IN FEBRUARY AND I'M ASKING AGAIN IN MAY FOR THE DECISION.

FINALLY WHEN IT COMES TO THE GRADE COME FIGURATIONS, I JUST WANT TO AGAIN NOTE WOULD BE A HUGE DIFFERENCE FOR A LOT OF EAST BOSTON STUDENTS BECAUSE WE DON'T HAVE A MIDDLE SCHOOL IN EAST BOSTON.

I THINK IT'S 70 POOL 80% OF THE EDWARDS MISSION SCHOOL OR EAST BOSTON STUDENTS WERE BUSSED OVER THERE AND SO JUST TO PUT AGAIN ABOUT THE GRADE CONFIGURATION IF WE GET K 6 AND K 8 MORE OF THEM IN EAST BOSTON, THAT'S SAVING A HUGE AMOUNT OF MONEY IN TERMS OF YOU'D BE BUSING A LOT OF OUR MIDDLE SCHOOL AGED KIDS OVER TO CHARLESTOWN TO ACTUALLY SAVE MONEY AND KEEP THEM IN EAST BOSTON.

I WANT TO PUT THAT PLUG IN AGAIN.

THAT'S SOMETHING TO CONSIDER.

NO DECISION HAS BEEN MADE.

AS YOU STATED THROUGHS NO CHANGE COMING FOR CONFIGURATIONS.
>> NOT FOR THIS SEPTEMBER, NO.
>> THANK YOU.
>> THANK YOU.
>> THANK YOU.

AT OUR SPED HEARING A COUPLE FEW DAYS AGO WHAT CAME UP IN THAT HEARING WAS STATE INVOLVED TRANSPORTATION WENT UP OVER 200%, FROM 1314 THROUGH THIS LATEST YEAR 1718.

I RECEIVED MY INFORMATION REQUESTS AND IT SEEMS LIKE THERE'S ALMOST DOUBLE THE AMOUNT OF STUDENTS GOING FROM ARLINGTON WALPOLE LIKE ALL DIFFERENT SUBURBAN TOWNS.

ONE STUDENT HERE, ONE STUDENT THERE.

THERE'S GOT TO BE A TREMENDOUS COST DRIVER.

CAN YOU SPEAK TO WHY IS THAT INCREASE SO SIGNIFICANTLY IN JUST THE PAST FOUR OR FIVE YEARS.

>> A LARGE PART OF IT IS THE CHANGE IN LEGISLATION.

THE ACT THAT WAS PASS ADD YEAR AND A HALF AGO NOW MANDATES THAT HOST SCHOOL DISTRICTS, I SHOULD SAY THE ORIGIN

;;; BCC 5-8-18 4P-5P

1

| | |
|----------------------------------|-------------|
| | 07:51:49:06 |
| STATE-INVOLVED TRANSPORTATION | 07:59:03:24 |
| WENT UP OVER 200% FROM 13-14, | 07:59:05:21 |
| THROUGH THIS LATEST YEAR, 17-18. | 07:59:10:19 |
| AND I GOT MY-- I RECEIVED MY | 07:59:12:27 |
| INFORMATION REQUEST, AND IT | 07:59:15:09 |
| SEEMS LIKE THERE'S ALMOST DOUBLE | 07:59:16:27 |
| THE AMOUNT OF STUDENTS GOING TO | 07:59:19:24 |
| ARLINGTON, WALPOLE-- LIKE, ALL | 07:59:23:10 |
| DIFFERENT SUBURBAN TOWNS, LIKE | 07:59:26:01 |
| ONE STUDENT HERE, ONE STUDENT | 07:59:29:01 |
| THERE. | 07:59:30:22 |
| THAT HAS TO BE A TREMENDOUS COST | 07:59:31:07 |
| DRIVER. | 07:59:33:01 |
| CAN YOU SPEAK TO WHY IS THIS | 07:59:33:21 |
| INCREASE SO SIGNIFICANTLY IN THE | 07:59:41:13 |
| LAST FOUR OR FIVE YEARS. | 07:59:43:00 |
| >> THE LARGE PART OF IT IS THE | 07:59:44:04 |
| CHANGE IN LEGISLATION. | 07:59:46:00 |
| THE MCGINTY-VENTO LEGISLATION | 07:59:46:27 |
| NOW MANDATES THAT HOST-- I | 07:59:50:04 |
| SHOULD SAY, THE ORIGIN, THE | 07:59:52:09 |
| SCHOOL DISTRICT OF ORIGIN FOR | 07:59:54:24 |
| THESE CHILDREN NEEDS TO CONTINUE | 07:59:56:15 |
| TO PROVIDE THE TRANSPORTATION | 07:59:58:12 |
| FOR THAT CHILD THROUGH THE END | 08:00:00:07 |
| OF THEIR SCHOOLING, IF THEIR | 08:00:02:00 |
| FAMILY SO CHOOSES, AS LONG AS | 08:00:03:10 |
| THEY STAY IN A TRANSITIONAL TIME | 08:00:04:28 |
| OR EXPERIENCING HOMELESSNESS. | 08:00:06:24 |
| THAT LEGISLATION WAS BRAND NEW | 08:00:08:12 |
| ABOUT A YEAR AND A HALF AGO. | 08:00:09:22 |
| PRIOR TO THAT, SCHOOL DISTRICTS | 08:00:12:03 |
| WOULD NOT HAVE TO CONTINUE THAT | 08:00:13:21 |
| SERVICE BEYOND A CERTAIN POINT. | 08:00:16:03 |

I FORGET IF THAT WAS THROUGH THE 08:00:17:21
CURRENT SCHOOL YEAR OR AFTER 90 08:00:20:21
DAYS. 08:00:23:00
I ACTUALLY DON'T REMEMBER. 08:00:23:10
I DON'T KNOW IF, COUNCILOR, YOU 08:00:24:15
MIGHT KNOW THE SCHOOL YEAR YET. 08:00:26:10
SO THAT WAS CHANGED TO BE A MUCH 08:00:28:19
STEEPER BURDEN NOW FOR SCHOOL 08:00:30:12
DISTRICTS TO BEAR. 08:00:31:25
>> AND WE GET ZERO 08:00:34:24
REIMBURSEMENTS FROM THE STATE ON 08:00:36:01
THAT? 08:00:37:09
ARE WE BEARING THE ENTIRE COST? 08:00:38:24
>> SO THERE ARE A COUPLE-- A NEW 08:00:46:27
WAYS. 08:00:49:00
IN TERMS OF STUDENTS WHO WERE IN 08:00:49:15
BOSTON, MOVED OUT, AND WERE 08:00:51:03
PLACED SOMEWHERE AND ARE COMING 08:00:52:13
BACK IN, WE HAVE THE BURDEN OF 08:00:53:25
PAYING 100% OF THOSE COSTS. 08:00:55:13
AND THEN, ADDITIONALLY, FOR 08:00:58:09
STUDENTS THAT ARE CURRENTLY IN 08:01:02:03
BOSTON BUT WE'RE SHIPPING THEM 08:01:03:19
OUT, THE DISTRICT WHERE THEY ARE 08:01:05:03
GOING SETS UP THE 08:01:07:22
TRANSPORTATION, BUT WE'RE ON THE 08:01:09:06
HOOK FOR 50% OF THOSE COSTS. 08:01:10:12
>> 50. 08:01:12:24
OKAY. 08:01:13:15
>> ON THE OUTSIDE, THERE'S ALSO 08:01:13:22
THE MCGINTY-VENTO 08:01:14:27
REIMBURSEMENT, WHICH I BELIEVE 08:01:18:06
GOES BACK INTO THE CITY'S 08:01:19:21
GENERAL FUND. 08:01:21:13
>> 50% OR IN ADDITION TO THE 50% 08:01:22:03
FOR THOSE OUT-OF-DISTRICT 08:01:25:21
PLACEMENTS? 08:01:27:25
>> I'M NOT SURE. 08:01:28:21
I'LL HAVE TO GET BACK TO YOU. 08:01:29:16
>> IT JUST SEEMS TO ME THAT 08:01:30:24
WE'RE LOWERING OUR 08:01:32:09
CORNER-TO-CORNER, WHICH IS OUR 08:01:39:21
LEAST-EXPENSIVE TRANSPORTATION 08:01:42:09
THAT WE PROVIDE, AND ALL OF THE 08:01:43:12
COSTS THAT DRIVE TRANSPORTATION 08:01:45:18
COSTS UP ARE INCREASING AT A 08:01:46:21
VERY HIGH RATE-- 200% IN FOUR 08:01:48:24
YEARS IS A SIGNIFICANT RATE. 08:01:51:00
I DON'T KNOW, YOU KNOW, HOW WE 08:01:53:16
ADDRESS THAT. 08:01:55:25
BUT IT'S CERTAINLY TROUBLING. 08:01:57:03
AND, YOU KNOW, I'M SEEING, LIKE, 08:01:59:15
22 DIFFERENT PLACEMENTS IN 08:02:01:21
'17-'18, THAT WE DIDN'T HAVE IN 08:02:06:18

'13-'14. 08:02:09:21
WE'RE TALKING ONE STUDENT HERE, 08:02:11:18
ONE STUDENT THERE, TWO STUDENTS 08:02:13:06
THERE. 08:02:14:13
UBER MIGHT COME INTO PLAY IN 08:02:15:12
SOMETHING LIKE THAT. 08:02:20:27
WHAT KIND OF-- HOW DO WE 08:02:21:24
TRANSPORT ONE STUDENT TO 08:02:23:21
ARLINGTON? 08:02:24:24
>> OFTENTIMES, THEY'RE ON A BUS 08:02:26:21
BY THEMSELVES. 08:02:28:24
>> A HALF-BUS, MAYBE. 08:02:29:19
>> YEAH. 08:02:32:24
TYPICALLY IT'S A SMALLER BUS. 08:02:33:27
YOU KNOW, NOT ALWAYS. 08:02:35:12
DEPENDING ON WHEN WE NEED TO 08:02:36:22
REUSE THAT BUS. 08:02:38:00
>> AND WE ARE MANDATED TO DO 08:02:39:00
THIS. 08:02:41:18
WE ARE MANDATED. 08:02:42:24
SO THERE IS NO FLEXIBILITY HERE 08:02:44:04
OR ANYTHING ELSE. 08:02:45:15
OKAY, GREAT. 08:02:46:12
COUNCILOR, SORRY-- WHO'S HERE. 08:02:47:12
ED IS ASSAULT AND BATTERY. 08:02:50:06
>> THANK YOU. 08:02:50:21
ESSAIBI GEORGE. 08:02:53:22
COULD WE JUST GO BACK OVER THE 08:02:54:18
MCKINNY-VENTO REIMBURSEMENTS. 08:02:55:21
WE'RE PAYING 50% OF A STUDENT 08:02:58:24
WHO IS FROM ANOTHER DISTRICT 08:03:00:22
LIVING IN BOSTON THROUGH 08:03:02:10
TRANSITIONAL HOUSING? 08:03:04:21
>> YES. 08:03:06:13
>> AND SO-- 08:03:06:21
>> WE'RE COST SHARING THAT WITH 08:03:08:12
THE DISTRICT, WHEREVER THAT 08:03:09:16
STUDENT IS. 08:03:10:27
>> SO THEN WHEN OUR STUDENTS ARE 08:03:11:15
PLACED OUTSIDE OF THE CITY-- 08:03:13:06
BECAUSE WE KNOW THERE ARE ABOUT 08:03:15:03
600 OF THEM LIVING OUTSIDE THE 08:03:16:03
CITY-- IS THAT DISTRICT COST 08:03:17:21
SHARING WITH US? 08:03:19:19
>> WE SHARE... WE SET UP THAT 08:03:20:09
TRANSPORTATION. 08:03:22:00
I'LL HAVE TO LOOK BACK TO SEE 08:03:23:10
KIND OF HOW THE COST 08:03:24:25
DISTRIBUTION WORKS. 08:03:26:01
>> I MEAN, I HOPE IT MATCHES. 08:03:26:24
SO IF WE COULD FOLLOW UP ON 08:03:29:09
THAT. 08:03:30:24
>> I'M SEEING A YES FROM THE 08:03:31:03
AUDIENCE, YES. 08:03:32:18

IT'S THE SAME, THE 50-50. 08:03:34:07
>> IT'S THE SAME, OKAY. 08:03:35:27
COULD WE HAVE HER EITHER COME 08:03:43:15
DOWN-- 08:03:45:03
>> SURE, KRISTEN, IF YOU 08:03:45:25
WOULDN'T MIND COMING DOWN. 08:03:48:15
KRISTEN IS SAYING IF THE CHILD 08:03:49:18
IS IN CUSTODY OF THE STATE BY 08:03:51:03
D.C.F., WE'RE RESPONSIBLE FOR 08:03:53:15
100% OF THE COSTS. 08:03:55:15
IF THEY'RE LOCATED ELSEWHERE, WE 08:03:57:00
SHARE 50% OF THE COST. 08:03:58:24
>> SO THAT'S STATE INVOLVED 08:03:59:25
THEN. 08:04:01:27
>> YES. 08:04:02:04
SO IF THE STUDENT IS 08:04:02:24
EXPERIENCING HOMELESSNESS AND 08:04:04:10
LIVES OUTSIDE THE CITY, THEN WE 08:04:06:01
SHARE A COST WITH THE CITY WHERE 08:04:07:09
THE STUDENT LIVES, AND THEIR 08:04:09:00
SCHOOL OF ORIGIN. 08:04:10:12
AND IF THEY'RE HOMELESS AND 08:04:11:07
LIVING INSIDE THE-- INSIDE 08:04:12:25
BOSTON BUT GOING TO SCHOOL IN, 08:04:14:09
SAY, MALDEN, THEN WE ALSO SHARE 08:04:16:09
THE COST OF THAT. 08:04:18:07
IF THE STUDENT IS IN THE CARE OF 08:04:19:27
THE STATE AND LIVING OUTSIDE THE 08:04:22:10
CITY, WE PAY 100% OF THE FEE FOR 08:04:23:18
TRANSPORTING THE STUDENTS BACK 08:04:28:00
INTO BOSTON. 08:04:29:03
AND I'M NOT SURE IF THAT'S THE 08:04:30:09
SAME EXAMPLE THAT YOU'RE USING 08:04:31:27
AS STUDENTS LIVING IN BOSTON 08:04:33:19
GOING TO SCHOOLS IN ARLINGTON. 08:04:35:00
I DON'T KNOW-- I DON'T THINK 08:04:37:13
THAT'S THE SAME THING. 08:04:38:21
>> OKAY. 08:04:39:13
>> WE HAVE STUDENTS COMING 08:04:39:24
OUTSIDE OF THE CITY IN WHO ARE 08:04:41:09
IN THE CARE OF THE STATE. 08:04:43:18
THEY'RE IN FOSTER HOMES, GROUP 08:04:44:15
HOMES, STAR BEDS, ET CETERA. 08:04:46:06
THAT'S 100% OUR COST. 08:04:48:03
>> WHAT DO THOSE COSTS LOOK LIKE 08:04:50:00
COMPARED TO OTHER DOOR-TO-DOOR 08:04:52:25
SERVICE, FOR EXAMPLE, VERSUS 08:04:57:12
CORNER STOPS VERSUS PUBLIC 08:04:59:00
TRANSPORTATION OR-- 08:05:01:06
>> I THINK WE'RE GOING TO HAVE 08:05:03:15
TO GET BACK TO YOU WITH THE 08:05:04:10
SPECIFICS ON THAT. 08:05:06:21
>> I GUESS MY POINT IS WE'RE 08:05:07:15
TAKING ON MORE OF THE 08:05:08:24

MORE-EXPENSIVE TRANSPORTS INTO 08:05:10:18
THE SYSTEM AND TAKING ON THOSE 08:05:11:25
COSTS, OF COURSE, WITH NO HELP 08:05:19:06
FROM THE STATE, UNFUNDED 08:05:21:15
MANDATES, IF YOU WILL. 08:05:22:27
AND THEN WE WONDER WHY OUR 08:05:24:12
TRANSPORTATION COSTS ARE GOING 08:05:26:00
UP 10%, 20% A YEAR. 08:05:26:28
SO, ANYWAY, I'M SORRY. 08:05:28:27
>> YOU'RE THE CHAIR. 08:05:29:27
I THINK THAT IT WOULD BE HELPFUL 08:05:35:28
TO HAVE SOME CLARITY ON THE 08:05:37:12
NUMBERS, BECAUSE WE HAVE THE 459 08:05:38:22
THAT ARE SOME STATE AND NOT 08:05:42:09
STATE-INVOLVED CHILDREN. 08:05:43:22
AND THEN THERE'S THE 600 NUMBER 08:05:46:01
OF STUDENTS WHO ARE EXPERIENCING 08:05:47:21
HOMELESSNESS OR IN THE FOSTER 08:05:49:15
CARE SYSTEM, WHICH MAY BE 08:05:51:00
SHARED. 08:05:53:04
AND THEN THERE'S THE PRIVATE 08:05:53:15
SPED VERSUS OUTSIDE OF THE 08:05:56:12
DISTRICT. 08:05:58:21
UN, SO THERE'S JUST A LOT OF 08:05:59:09
NUMBERS. 08:06:00:21
I THINK JUST IF WE COULD AT SOME 08:06:01:09
POINT GET SOME CLARITY ON WHERE 08:06:02:19
OUR KIDS ARE GOING AND HOW MUCH 08:06:04:22
WE'RE SPENDING TO SEND THEM 08:06:06:13
THERE, I THINK IT WOULD-- THAT 08:06:08:09
WOULD BE HELPFUL-- YOU KNOW, 08:06:09:27
THERE ARE A LOT OF NUMBERS, AND 08:06:13:03
IT CAN BE A LITTLE BIT CONFUSING 08:06:14:10
BECAUSE SOME KIDS FIT INTO 08:06:16:21
MULTIPLE CATEGORIES FOR THAT 08:06:18:15
EXPENSE. 08:06:19:22
I THINK, REGARDLESS, THOUGH, IT 08:06:20:15
IS VERY EXPENSIVE. 08:06:23:03
AND I THINK THAT THE ACCURATE 08:06:24:06
NUMBER IS THE \$57,000, IT SEEMS 08:06:25:10
LIKE, IS THE AVERAGE NUMBER FOR 08:06:29:06
TRANSPORTING? 08:06:30:13
>> FOR PRIVATE SPECIAL EDUCATION 08:06:31:09
STUDENTS SPECIFICALLY, FOR THE 08:06:33:03
166 STUDENTS IN THAT CATEGORY, 08:06:34:18
SO TO SPEAK, WHOM WE TRANSPORT 08:06:36:24
OUTSIDE OF THE CITY, YES. 08:06:39:10
>> AND THEN THERE ARE A NUMBER 08:06:40:10
OF STUDENTS THAT ARE LEAVING THE 08:06:41:27
CITY FOR SOME SORT OF PRIVATE 08:06:43:06
PLACEMENT FOR EDUCATION, AND 08:06:44:24
THAT AVERAGE NUMBER IS THE 08:06:45:27
\$85,000 THAT WAS SENT OVER TO US 08:06:47:15
THROUGH A QUESTION. 08:06:49:24

5

6

SO WE HAVE A GROUP OF STUDENTS 08:06:51:03
 THAT WE'RE SPENDING, ON AVERAGE, 08:06:52:24
 \$142,000. 08:06:54:18
 AND I WAS LOOKING BACK THROUGH 08:06:56:15
 SOME OF MY OLD NOTES, BECAUSE I 08:06:57:25
 THINK IT WAS JUST TWO YEARS AGO 08:06:59:10
 THAT WE WERE SPENDING, ON 08:07:00:18
 AVERAGE, ABOUT \$10 8,000. 08:07:01:25
 SO EVERYTHING HAS GONE UP 08:07:04:22
 SIGNIFICANTLY. 08:07:06:00
 AND IT'S NOT THAT SOME OF THESE 08:07:06:18
 KIDS SHOULDN'T BE GETTING THAT, 08:07:08:03
 THAT WE SHOULDN'T BE SPENDING 08:07:10:06
 IT. 08:07:11:12
 BUT I DO THINK THAT IT'S 08:07:11:24
 APPROPRIATE AS WE LOOK AT THE 08:07:12:27
 BUDGET TO THINK ABOUT WAYS THAT 08:07:13:27
 WE CAN CREATE SOME SAVINGS, SO 08:07:16:00
 WHETHER IT'S CREATING THAT 08:07:18:16
 EDUCATIONAL OPPORTUNITY WITHIN 08:07:20:03
 OUR CITY LIMITS, IF THERE'S SOME 08:07:21:18
 TRENDS THAT WE'RE SEEING THAT WE 08:07:24:15
 SHOULD BE PROVIDING THOSE WITHIN 08:07:26:24
 THE CITY LIMITS. 08:07:28:12
 SO-- AND I DO WANT TO SAY, WHILE 08:07:29:21
 KRISTIN IS UP AT THE MICROPHONE, 08:07:32:06
 SINCE-- OVER THE LAST TWO-PLUS 08:07:34:22
 YEARS, KRISTEN'S DONE A REALLY 08:07:37:09
 FABULOUS JOB OF MAKING SURE THAT 08:07:39:27
 OUR STUDENTS WHO ARE 08:07:41:15
 EXPERIENCING HOMELESSNESS, THAT 08:07:42:18
 THAT GAP IN SERVICE, THAT 7-10 08:07:44:00
 DAYS IT USED TO TAKE TO GET A 08:07:46:16
 KID WHEN THEY'VE BEEN MOVED FROM 08:07:48:06
 ONE SHELTER TO ANOTHER, GETTING 08:07:49:27
 THEM SET UP WITH TRANSPORTATION 08:07:51:07
 AS QUICKLY AS POSSIBLE, 08:07:54:00
 KRISTIN'S DONE A FABULOUS JOB. 08:07:55:00
 >> THANK YOU. 08:07:57:09
 >> SO WHILE YOU'RE HERE, THANK 08:07:57:21
 YOU FOR THAT. 08:07:59:01
 >> THANK YOU. 08:07:59:16
 >> ANOTHER POINT FOR 08:08:01:18
 CLARIFICATION. 08:08:02:28
 WE'VE TALKED ABOUT THE 50 BUSES 08:08:03:16
 WE HAVE TAKEN OFF THE ROAD. 08:08:04:24
 IT'S ACTUALLY 38 BUSES. 08:08:06:01
 WE TOOK 50 OFF. 08:08:07:15
 WE HAD TO ADD 12 BACK IN. 08:08:08:19
 SO JUST FOR THE RECORD, I WANT 08:08:10:09
 TO MAKE SURE THAT THAT IS JUST 08:08:12:12
 SET STRAIGHT. 08:08:15:15
 HOW MANY DRIVERS DO WE HAVE ON 08:08:16:12
 LEAVE THAT ARE CURRENTLY BEING 08:08:17:25

PAID? 08:08:19:13
I THINK THAT THAT QUESTIONS CAME 08:08:21:00
UP A LITTLE BIT, AND JUST... 08:08:22:18
>> 25% OR SOMETHING CRAZY. 08:08:26:10
>> DO YOU HAVE A NUMBER OF HOW 08:08:28:03
MANY BUS DRIVERS ARE ON LEAVE? 08:08:28:24
>> YOU'RE TALKING ABOUT 08:08:30:19
SUSPENDED WITH PAY? 08:08:31:22
THERE ARE MULTIPLE DIFFERENT 08:08:32:15
LEAVE CATEGORIES. 08:08:34:06
>> SUSPENDED WITH PAY. 08:08:35:06
>> SUSPENDED WITH PAY, RIGHT NOW 08:08:35:24
WE HAVE 15. 08:08:38:00
YES, RIGHT NOW-- 08:08:39:03
>> AND HOW MANY HAVE WE 08:08:40:03
TERMINATED OVER THE COURSE OF 08:08:41:00
THIS SCHOOL YEAR THAT WERE AT 08:08:42:03
ONE POINT SUSPENDED WITH PAY? 08:08:44:03
>> JUST ONE. 08:08:52:21
>> OH, JUST ONE. 08:08:53:19
PLEASANTLY SURPRISED AT THAT. 08:08:54:27
THANK YOU. 08:08:56:15
HOW MUCH ARE WE SPENDING ON 08:08:57:00
TRANSPORTATION FOR B.P.S. 08:08:58:15
ATHLETICS? 08:09:00:12
>> WE MAY HAVE TO GET BACK TO 08:09:10:21
YOU ON THAT. 08:09:12:21
THAT'S NOT SOMETHING TYPICALLY 08:09:13:12
WE PREPARE FOR THIS 08:09:15:21
PRESENTATION. 08:09:16:15
I APOLOGIZE. 08:09:16:25
>> THAT'S OKAY. 08:09:17:13
>> I KNOW THE ATHLETICS 08:09:17:28
DEPARTMENT WOULD HAVE MET WITH 08:09:19:24
YOU LAST WEEK AS PART OF THE 08:09:20:24
ASSET TEAM, BUT WE CAN GET BACK 08:09:22:12
TO YOU. 08:09:23:27
>> GREAT. 08:09:24:00
THERE ARE CHALLENGES EVERY YEAR 08:09:24:24
WITH MAKING SURE WE HAVE ENOUGH 08:09:26:00
BUSES TO GET OUR KIDS TO GAMES 08:09:27:15
AND PRACTICES, IF THEY NEED 08:09:30:18
TRANSPORTATION FOR THAT. 08:09:33:19
>> ONE THING-- SORRY-- ON THAT 08:09:34:09
NOTE, ONE INNOVATION WE'RE 08:09:36:22
TRYING TO EXPAND UPON IS WORK 08:09:38:07
WITH OUR DRIVERS' UNION TO ALLOW 08:09:39:21
SOME OF OUR RETIRED DRIVERS TO 08:09:42:06
COME BACK AS DRIVERS FOR OUR 08:09:43:19
CHARTERED TRIPS. 08:09:45:12
IN SOME CASES, WE STRUGGLE WITH 08:09:46:10
SERVICE FOR OUR ATHLETIC 08:09:48:16
CHARTERS BECAUSE WE DON'T HAVE 08:09:49:19
ANY DRIVERS AVAILABLE. 08:09:50:21

SO WE'RE WORKING WITH THE UNION 08:09:51:27
 TO TRY TO SEE IF OUR RETIRED 08:09:53:07
 DRIVERS CAN COME BACK AND DRIVE 08:09:55:24
 SOME OF THOSE TRIPS. 08:09:57:24
 MANY WOULD LIKE TO. 08:10:00:01
 IT'S A WIN-WIN FOR US AND THE 08:10:00:28
 UNION. 08:10:02:13
 >> GREAT, I WOULD BE HAPPY TO 08:10:02:21
 HEAR THAT, TOO. 08:10:06:06
 THERE WERE SOME CONCERNS LAST 08:10:07:03
 YEAR. 08:10:08:00
 WHAT ARE SOME OF THE OTHER 08:10:08:21
 INNOVATIONS-- YOU MENTIONED IN 08:10:09:21
 YOUR OPENING PRESENTATION THAT 08:10:11:03
 THERE ARE INNOVATIONS YOU ARE 08:10:12:16
 WORKING ON WITH THE M.I.T. TEAM. 08:10:14:24
 COULD YOU SHARE THOSE WITH US? 08:10:16:21
 >> SURE. 08:10:18:06
 AT A HIGH LEVEL, WE PLAN ON 08:10:18:27
 TRYING TO RE-OPTIMIZE OUR BUS 08:10:21:24
 ROUTING THIS YEAR. 08:10:24:00
 WE DON'T BELIEVE IT WOULD BE 08:10:24:25
 QUITE AS SIGNIFICANT A MOVE AS 08:10:26:21
 WE TOOK ON LAST SUMMER. 08:10:28:03
 AND THANK YOU FOR THE 08:10:29:12
 CLARIFICATION ON THE REDUCTION 08:10:30:09
 OF BUS ROUTES. 08:10:31:22
 WE OFTEN CITE THE 08:10:32:25
 BEGINNING-OF-THE-YEAR NUMBER. 08:10:35:03
 LAST YEAR WE STARTED AT 646. 08:10:37:06
 WE ENDED THE YEAR AT 654. 08:10:39:09
 THIS YEAR WE START AT 596 AND 08:10:42:12
 WE'RE CURRENTLY AT 608. 08:10:44:27
 IT DEPENDS ON THE TIME OF THE 08:10:47:28
 YEAR WHEN WE DISCUSS THAT. 08:10:49:06
 WE PLAN ON REDUCING THE FLEET 08:10:50:13
 FURTHER. 08:10:52:21
 WE'RE WORKING WITH M.I.T. RIGHT 08:10:53:01
 NOW, AS I MENTIONED BEFORE, ON 08:10:54:09
 UPDATING THE TRAVEL SPEED, OUR 08:10:57:04
 MAP. 08:10:59:00
 THAT MIGHT SOUND LIKE AN OVERLY 08:10:59:10
 TECHNICAL AND SOMEWHAT-- I DON'T 08:11:01:01
 KNOW-- BLAND INNOVATION, BUT 08:11:03:22
 IT'S ACTUALLY INCREDIBLY 08:11:05:15
 EXCITING FOR THOSE OF US WHO 08:11:07:01
 WORK IN TRANSPORTATION TO MAKE 08:11:08:09
 SURE THAT YOU'RE ACTUALLY 08:11:09:09
 EQUIPPED WITH THE TOOLS TO 08:11:10:21
 PROPERLY ROUTE BUSES AND KNOW 08:11:11:24
 HOW LONG THEY'RE GOING TO TAKE 08:11:14:06
 ON WHICH ROADS THAT THEY'RE 08:11:15:06
 TRAVELING ON. 08:11:16:09
 THAT'S ANOTHER INNOVATION WE'RE 08:11:16:28

EXCITED BY. 08:11:18:12
I APPRECIATE THE COUNCILOR'S 08:11:19:12
REMINDER ABOUT THE PUSH TOWARDS 08:11:20:27
THE OUT-OF-DISTRICT COST 08:11:22:03
SHARING. 08:11:23:10
WE'RE CONTINUE TO GIVE THAT SOME 08:11:23:22
THOUGHT AND HAVE BUILT MORE 08:11:25:28
CONVERSATIONS WITH THE STATE ON 08:11:27:12
THAT NOTE TO TRY TO BROKER SOME 08:11:29:21
OF THOSE RELATIONSHIPS. 08:11:31:09
AS I MENTIONED BEFORE, THE 08:11:32:09
OPT-OUT CAMPAIGN, WE'RE GOING TO 08:11:34:07
CONTINUE TO DO WHAT WE CAN WITH 08:11:36:00
OPT-OUTS. 08:11:37:15
SOMETHING THAT IS VERY MUCH IN 08:11:38:21
ITS INFANCY STAGE THEY SAY 08:11:39:21
REFERENCED BRIEFLY EARLIER IS 08:11:41:06
SOME WORK WE MAY BE DOING IN OUR 08:11:42:09
MONITOR'S UNIT TO MAKE SURE 08:11:43:24
MONITORS ARE MORE EFFICIENTLY 08:11:46:00
ASSIGNED TO BUSES IN A WAY THAT 08:11:47:28
LINKS THEIR TRIPS MORE 08:11:49:16
EFFECTIVELY SO THAT THERE'S MUCH 08:11:50:24
MORE RELIABLE BUS MONITOR 08:11:52:09
SERVICE FOR OUR STUDENTS WHO 08:11:54:00
NEED THOSE ACCOMMODATIONS. 08:11:55:09
>> GREAT, THANK YOU. 08:11:57:06
I WOULD ALSO SAY I KNOW THE 08:12:02:06
BILLION TIME CONVERSATION WILL 08:12:03:27
EVENTUALLY RETURN. 08:12:05:01
THERE ARE A NUMBER OF SCHOOLS-- 08:12:08:12
A HANDFUL, I SHOULD SAY, A SMALL 08:12:10:07
NUMBER-- OF SCHOOLS THAT WERE 08:12:12:06
VERY HAPPY WITH THAT CHANGE 08:12:13:06
BECAUSE THEY HAVE GONE BACK TO 08:12:14:10
THE-- YOU BE, YEAR AFTER YEAR, 08:12:16:04
THEY'VE BEEN TOLD THAT THEY 08:12:17:19
WOULD HAVE A BELL TIME CHANGE. 08:12:18:19
ESPECIALLY THE 9:30 STARTS HAVE 08:12:21:16
BEEN TOLD FOR A NUMBER OF YEARS 08:12:23:03
THAT THEY WOULD GET MOVED UP. 08:12:24:18
SOME OF THE VERY EARLY TIMES 08:12:26:07
HAVE BEEN TOLD THEY WOULD MOVE A 08:12:27:10
LITTLE BIT LATER. 08:12:29:12
AND I JUST HOPE THAT, YOU KNOW, 08:12:30:15
FOR THOSE SCHOOLS, THAT LATER 08:12:32:03
START TIME OR THAT TOO-EARLY 08:12:36:09
START TIME, I THINK WE HAVE A 08:12:38:00
GREATER OCCURRENCE OF THE 9:30 08:12:39:18
STARTS, THAT IT HAS A VERY 08:12:41:10
DIRECT IMPACT ON ENROLLMENT, 08:12:44:18
WHICH HAS A VERY DIRECT IMPACT 08:12:46:24
ON THAT SCHOOL'S BUDGET. 08:12:48:24
SO WE CONTINUE TO GO BACK TO 08:12:50:01

THAT CONVERSATION BECAUSE 08:12:51:09
FAMILIES HAVE, UNFORTUNATELY, 08:12:52:04
BEEN TOLD IT WOULD HAPPEN, IT 08:12:54:03
WOULD HAPPEN, AND THEN IT 08:12:57:00
DOESN'T HAPPEN. 08:12:58:00
SO THANK YOU FOR THAT. 08:12:58:24
I'M GOING TO SWITCH GEARS TO MY 08:12:59:27
HAND FULL OF FOOD SERVICES 08:13:02:21
QUESTIONS, IF THAT'S OKAY. 08:13:04:27
CAN YOU TALK A LITTLE BIT 08:13:06:04
LAURA-- THANK YOU FOR ALL OF 08:13:07:12
YOUR WORK AND REALLY BEING 08:13:08:24
INVESTED IN THIS WORK. 08:13:10:03
CAN YOU TALK A LITTLE BIT ABOUT 08:13:16:01
THE AMOUNT OF REIMBURSEMENT WE 08:13:18:24
HAVE RECEIVED FROM THE FEDERAL 08:13:22:00
GOVERNMENT, WHAT WE HAVE 08:13:23:10
RECEIVED, WHAT WE ANTICIPATE ON 08:13:24:10
RECEIVING, WHERE IT FALLS WITH 08:13:25:28
NOUR GOALS ON THOSE 08:13:28:00
REIMBURSEMENT DOLLARS? 08:13:29:25
>> SURE, SO WE-- OUR-- EXCUSE 08:13:31:15
ME-- THE GRAPH THAT I HAVE 08:13:33:24
PROVIDED SHOWS JUST WHAT WE APT 08:13:35:15
ANTICIPATE TO RECEIVE BASED OFF 08:13:37:12
OF OUR PROJECTED PARTICIPATION 08:13:38:19
FOR BREAKFAST AND FOR LUNCH AND 08:13:42:06
FOR AFTER-SCHOOL MEALS. 08:13:43:21
SO WE ARE SEEING A DECLINE IN 08:13:45:03
REIMBURSEMENT FOR BREAKFAST, AND 08:13:48:00
A DECLINE-- MY APOLOGIZE OF THE 08:13:50:27
GRAPH-- 08:13:53:12
>> SO THAT REVENUE, THE GRAPH 08:13:53:27
YOU HAVE GIVEN US, THAT'S THE 08:13:55:04
FEDERAL-- THAT'S 100% FEDERAL 08:13:56:27
REIMBURSEMENT? 08:13:58:28
>> NO, PROBABLY 98% OF IT IS 08:13:59:21
FEDERAL REIMBURSEMENT, AND THE 08:14:02:15
OTHER 2% MAYBE SOME CASH SALES 08:14:03:21
AND POSSIBLY SOME CASH THAT WE-- 08:14:05:16
OR MAYBE SOME REBATES THAT WE 08:14:07:09
HAVE. 08:14:09:22
OTHER THAN THAT-- I CAN SEND YOU 08:14:10:03
THE BREAKDOWN OF ALL OF THE 08:14:12:16
INFORMATION THAT WE DO HAVE. 08:14:14:00
SO YOU CAN SEE BASED OFF OF HOW 08:14:15:12
MANY MEALS THAT WE ARE PLANNING 08:14:17:07
TO GENERATE FOR BREAKFAST AND 08:14:20:00
LUNCH AND AFTER SCHOOL, HOW THAT 08:14:21:19
POPULATES INTO OUR BUDGET. 08:14:23:00
>> SO THAT VARIANCE, THAT 08:14:24:04
MILLION DOLLARS IS WHAT WE 08:14:25:22
DIDN'T REACH IN OUR GOAL. 08:14:28:15
>> CORRECT. 08:14:29:25

>> AND THEN WHAT COUNTS AS PARTICIPATION SIGNAL. 08:14:30:10
08:14:32:09
>> PARTICIPATION COUNTS AS WHEN THE CHILDS GOES THROUGH ITS THE LINE, WE OFFER FIVE ITEMS. 08:14:33:03
08:14:35:24
THEY TAKE MINIMUM AT LEAST THREE OUT OF THE FIVE-- THIS IS FOR LUNCH-- THREE OUT OF THE FIVE, AND THEY PASS THROUGH, AND THEY PUT IN THEIR I.D. NUMBER, AND WE CAN PHYSICALLY SEE THEY'VE TAKEN THREE OUT OF THE FIVE-- OR ALL FIVE, AND THEY PASS THROUGH THE LINE. 08:14:38:18
08:14:39:28
08:14:42:04
08:14:43:12
08:14:44:19
08:14:46:13
08:14:48:24
08:14:51:18
08:14:53:21
08:14:54:28
>> AND WHAT'S THE GREATEST CHALLENGE, OTHER THAN FOOD CHOICE-- I KNOW SOME KIDS DON'T PARTICULARLY CARE FOR LUNCH. 08:14:55:13
08:14:56:24
08:14:58:03
08:14:59:28
WHAT'S THE-- IS IT THE LENGTH OF LINE OR THE LENGTH OF LUNCHTIME THAT'S REALLY CREATING-- OR LESS NICK THE NUMBER OF KIDS THAT PARTICIPATE. 08:15:02:13
08:15:04:06
08:15:07:00
08:15:14:00
08:15:15:18
>> I THINK IT'S A COMBINATION. 08:15:16:00
IF WE DON'T HAVE ENOUGH POINTS OF SERVICE OR THERE IS ONLY 22 MINUTES TO EAT, ESPECIALLY IF YOU'RE COMBATING THAT WITH RECESS. 08:15:16:27
08:15:18:03
08:15:19:25
08:15:21:03
08:15:22:27
CHILDREN WANT TO GET OUT AND PLAY VERSUS COMING IN TO EAT. 08:15:23:27
08:15:25:12
AND SOMETIMES THE RULES THAT WE HAVE SET UP, JUST HISTORICALLY, OF WHEN YOU HAVE ONLY CERTAIN CHOICES, AND YOU'RE REQUIRED TO TAKE CERTAIN-- THREE OUT OF FIVE ITEMS, AND IF YOU ONLY REALLY WANT ONE, IT JUST DISCOURAGES YOU FROM PARTICIPATING. 08:15:27:00
08:15:28:21
08:15:30:18
08:15:32:22
08:15:34:18
08:15:36:21
08:15:38:12
08:15:40:10
SO IF YOU GIVE ME A COMBINATION THROUGH PHYSICAL LOGISTICS AND ACTUAL RULES WE HAVE IN PLACE. 08:15:44:18
08:15:46:00
08:15:49:07
>> BREAKFAST BEFORE THE BELL, BREAKFAST IN THE CLASSROOM, HAVE LUNCH AT RECESS? 08:15:50:18
08:15:52:18
08:15:54:16
OR OUTSIDE, YOU KNOW, GET THESE KIDS-- IF THEY WANT TO GO OUT-- 08:15:55:27
08:15:57:18
>> IT'S A TREND THAT I DON'T LIKE. 08:15:59:07
08:16:00:10
I'M NOT HAPPY THAT WE'RE NOT SEEING AN INCREASE IN PARTICIPATION, ESPECIALLY WITH ALL THE EFFORTS THAT WE PUT INTO IT, THE THOUGHT PROCESS, 08:16:00:22
08:16:02:03
08:16:03:03
08:16:04:00
08:16:06:09

LEARNING THE TRENDS, AND TRYING 08:16:07:09
 TO DO EVERYTHING WE CAN. 08:16:08:19
 BUT I AM OPEN TO ANY SUGGESTION. 08:16:10:00
 I DO-- I AM A FIRM BELIEVER, AND 08:16:12:06
 I APPRECIATE BREAKFAST AFTER THE 08:16:14:21
 BELL AND BREAKFAST IN THE 08:16:16:00
 CLASSROOM BECAUSE IT CREATES 08:16:17:15
 REAL TRUE-TIME ACCESS. 08:16:19:09
 BUT IT DOES COME WITH LOGISTICS. 08:16:20:21
 IT'S A RIPPLE EFFECT. 08:16:23:00
 IT IMPACTS POSITIVELY FOR 08:16:23:27
 STUDENTS-- POSITIVELY FOR 08:16:26:06
 STUDENT, BUT MAKING SURE THE 08:16:28:10
 SCHOOL HAS THE CULTURE TO BE 08:16:29:21
 READY TO DO IT. 08:16:31:00
 >> THANK YOU. 08:16:31:15
 >> THANK YOU. 08:16:32:00
 >> THANK YOU. 08:16:32:10
 >> COUNCILOR JANEY-- I'M SORRY, 08:16:33:18
 COUNCILOR O'MALLEY. 08:16:37:19
 >> THANK YOU. 08:16:38:22
 THANK YOU, AGAIN. 08:16:40:06
 SO I THINK IT'S 5-- I KNOW YOU 08:16:40:28
 WENT OVER THIS. 08:16:47:15
 IT'S PAGE THREE, SORRY. 08:16:48:15
 WE TRANSPORT 9,425 NON-B.P.S. 08:16:50:10
 STUDENTS TO 135 NON-B.P.S. 08:16:54:27
 SITES. 08:16:57:24
 22% OF STUDENTS TRANSPORTED, 50% 08:16:58:15
 OF OUR SITES SERVED. 08:17:00:21
 JUST TO BE CLEAR, THESE ARE 08:17:02:06
 CHARTER SCHOOLS, PRIVATE 08:17:03:13
 PAROCHIAL SCHOOLS-- DO WE DO 08:17:05:00
 PRIVATE AND PAROCHIAL SCHOOLS? 08:17:07:06
 OR JUST PAROCHIAL? 08:17:08:21
 >> THERE ARE A COUPLE OF PRIVATE 08:17:10:00
 SCHOOLS WE SERVE, AND THEN THERE 08:17:11:00
 ARE A NUMBER OF PAROCHIAL 08:17:12:09
 SCHOOLS. 08:17:13:27
 >> THIS WOULD BE OUT-OF-DISTRICT 08:17:14:03
 PLACEMENT FOR STUDENTS WHOM WE 08:17:16:06
 CAN'T SERVICE IN B.P.S. 08:17:17:16
 >> CORRECT. 08:17:18:24
 >> IS THERE ANYTHING THAT HE WAS 08:17:20:04
 WOULD CONSTITUTE A NON-B.P.S. 08:17:21:03
 STUDENT ATTENDING A NON-B.P.S. 08:17:23:15
 SCHOOL? 08:17:25:10
 >> NO. 08:17:25:21
 >> YOU CAN TELL US NOW WHAT THE 08:17:26:00
 BREAKDOWN IS-- WHAT IS THE 08:17:27:10
 COMBINED COST OF NON-B.P.S. 08:17:29:03
 STUDENTS? 08:17:31:24
 AND THEN YOU MAY HAVE THIS IN 08:17:32:13
 AND MY APOLOGIES IF I MISSED 08:17:34:12

IT-- COMBINED COST, AND THEN THE 08:17:35:24
BREAKDOWN BY PRIVATE, PAROCHIAL, 08:17:37:22
AND CHARTER, OUT-OF-DISTRICT 08:17:40:27
PLACEMENT. 08:17:43:27
>> WE HAVE THAT INFORMATION ON 08:17:44:04
SLIDE 22. 08:17:45:07
AND WHAT YOU HAVE THERE IS THE 08:17:45:27
NUMBER OF STUDENTS FROM F.T.E. 08:17:47:18
17 AND FY- 18. 08:17:53:27
PRIVATE SPECIAL EDUCATION WE 08:17:57:21
REFERENCED A COUPLE OF TIMES IN 08:17:59:00
THIS HEARING TODAY, AND THE 08:18:00:15
AVERAGE COST THIS YEAR IS ABOUT 08:18:01:15
\$57,000 PER STUDENT. 08:18:03:13
>> AND THAT INCREASE IS 08:18:05:03
BECAUSE...? 08:18:09:01
>> THE INCREASE IN PRIVATE 08:18:14:15
SPECIAL EDUCATION? 08:18:16:10
>> FROM 42 TO 46. 08:18:17:13
>> THE NATURE OF THAT FORM OF 08:18:19:00
TRANSPORTATION WITH SUCH A SMALL 08:18:20:22
NUMBER OF STUDENTS IN SUCH A 08:18:22:09
WIDE ARRAY OF SITES WE SERVE IS 08:18:24:03
MUCH MORE VOLATILE, IF YOU WILL, 08:18:26:19
THAN ANY OTHER FORM OF 08:18:28:25
TRANSPORTATION THAT WE SERVE. 08:18:30:06
SO, FOR EXAMPLE, LAST YEAR, WE 08:18:31:13
HAD 147 STUDENTS AT A COST OF 08:18:33:12
\$42,000. 08:18:36:22
THIS YEAR WE HAVE 166 STUDENTS. 08:18:38:03
ONE MIGHT THINK WITH MORE 08:18:40:06
STUDENT, YOUR COSTS PER PUPIL 08:18:41:13
WOULD ACTUALLY GO DOWN, BUT THE 08:18:43:16
NATURE OF THIS SERVICE IS SUCH 08:18:45:06
THAT WITH THE 19 MORE STUDENTS 08:18:46:27
WE HAVE THIS YEAR, IT COULD 08:18:48:15
ACTUALLY BE 19 MORE SITES THAT 08:18:50:03
WE'RE SERVING. 08:18:51:25
OR IT COULD BE A NUMBER OF OTHER 08:18:52:28
SITES, OR SITES FURTHER AWAY 08:18:55:07
THAN SITES FROM LAST YEAR. 08:18:57:12
>> I GET THAT, JOHN. 08:18:58:19
THIS ISN'T DIRECT TOWARDS YOU, 08:18:59:24
BUT THIS IS JUST WHAT I DON'T 08:19:01:13
UNDERSTAND BECAUSE FOR MANY 08:19:02:24
YEARS, WE SEEM TO BE DECREASING 08:19:03:27
THAT UNIVERSE OF STUDENTS. 08:19:07:00
IT'S NOW GROWING AGAIN, AND I 08:19:08:27
UNDERSTAND THERE ARE CERTAIN-- 08:19:10:04
THE WHOLE INCREASE, YOU KNOW, 08:19:11:28
COURT-INVOLVED OR 08:19:14:04
STATE-INVOLVED. 08:19:15:24
BUT I MEAN, ARE THERE-- IS THAT 08:19:16:27
TRUE THAT THE 19 ADDITIONAL 08:19:21:13

STUDENTS WE'RE SEEING FROM FY-17 08:19:28:10
TO '18 ARE THAT MANY MORE 08:19:33:00
SCHOOLS-- I DON'T HAVE THAT 08:19:35:06
INFORMATION IN FRONT OF ME. 08:19:36:21
HOW MANY SITES ARE WE SERVING 08:19:37:27
FOR THE PRIVATE SPECIAL 08:19:39:12
EDUCATION? 08:19:43:07
166. 08:19:43:22
NO, 63. 08:19:44:28
I'M SORRY. 08:19:45:28
>> SO 166 STUDENTS IN 63 08:19:48:03
DIFFERENT SITES, AND LAST YEAR, 08:19:50:09
WE WERE 147 STUDENTS AT HOW MANY 08:19:51:15
DIFFERENT SITES? 08:19:53:13
>> WE DON'T HAVE THAT DATA POINT 08:19:54:03
IN FRONT OF US. 08:19:56:06
WE CAN GET THAT FOR YOU. 08:19:57:03
>> THAT WOULD BE HELPFUL. 08:19:58:06
>> AGAIN, IT OFTENTIMES 08:19:59:06
DOESN'T-- IT'S NOT A LINEAR 08:20:00:15
RELATIONSHIP. 08:20:01:24
>> NO, NO, I UNDERSTAND THAT. 08:20:02:00
>> IT DEPENDS WHERE THE SITES 08:20:03:12
ARE AND THE STUDENTS ARE GOING. 08:20:05:27
>> WE HAVE FOLKS FROM B.P.S. 08:20:07:15
HERE. 08:20:08:22
I'M STILL WAITING TO GET THE 08:20:09:07
BREAKDOWN ON THE NON-PRIVATE 08:20:10:19
SPED. 08:20:12:06
I DON'T KNOW WHERE THEY'D BE 08:20:12:15
CLASSIFIED, BUT THE STUDENTS 08:20:14:16
WE'RE PAYING TO GO TO MINUTEMAN 08:20:16:12
REGIONAL OR NORFOLK AGGIE. 08:20:19:12
ARE THEY REFLECTED IN THIS OR 08:20:21:15
ARE THEY PRIVATE SPED? 08:20:23:06
>> I DON'T KNOW. 08:20:24:18
>> I THINK THAT PER-PUPIL COST 08:20:25:06
OF WAS IN THE HUNDREDS OF 08:20:28:24
THOUSANDS OF DOLLARS. 08:20:30:12
I WOULD ASSUME-- HUGE, MUCH 08:20:31:07
HIGHER THAN ANYTHING ON THIS 08:20:32:22
PAGE. 08:20:33:22
I WOULD ASSUME THAT INCLUDES 08:20:34:03
TRANSPORTATION, BUT WE'LL FOLLOW 08:20:36:19
UP ON THAT. 08:20:37:15
UNLESS, IS THERE SOMEBODY HERE 08:20:38:09
THANS WHO WANTS TO COME DOWN? 08:20:39:25
>> MY ASSUMPTION IS IT INCLUDES 08:20:41:15
MORE THAN JUST TRANSPORTATION IF 08:20:43:13
IT'S OVER \$1HAD BEEN,000. 08:20:44:27
>> I KNOW, BUT WHY WOULDN'T 08:20:46:12
THAT-- BUT THAT IS ON A WHOLE 08:20:47:24
DIFFERENT SPREADSHEET THAN WHAT 08:20:50:10
YOU GUYS HAVE TODAY, I WOULD 08:20:52:09

IMAGINE. 08:20:53:19
I'M SORRY, I DON'T HAVE THAT. 08:20:54:01
>> OKAY, IF WE COULD GET THAT 08:20:55:12
INFORMATION, THAT WOULD BE 08:20:56:24
GREAT. 08:20:57:15
THANK YOU, COUNCILOR EDWARDS FOR 08:20:57:27
BRINGING UP ELECTRIC VEHICLES. 08:21:01:04
THERE ARE OBVIOUSLY A WHOLE SLEW 08:21:03:03
OF INCENTIVES FOR AN INDIVIDUAL 08:21:04:09
TO BUY OR LEASE AN ELECTRIC CAR 08:21:05:27
THAT MAKE IT MORE COST 08:21:07:27
EFFICIENT. 08:21:10:06
DOES SUCH A THING EXIST FOR 08:21:10:21
MUNICIPALITIES, FOR THE 08:21:12:09
GOVERNMENT, AS WE TALK ABOUT 08:21:13:06
BUSES? 08:21:14:09
>> I DON'T KNOW. 08:21:14:24
>> TO THIS POINT I APPRECIATE 08:21:15:24
GOING TO PROPANE FROM DIESEL. 08:21:25:00
IT'S BETTER FOR THE ENVIRONMENT, 08:21:27:03
BUT IF WE CAN LOOK AT EVEN 08:21:28:06
BEGINNING WITH A COUPLE OF 08:21:30:07
ELECTRIC BUSES IN OUR FLEET, I 08:21:31:07
THINK THAT WOULD BOTH SEND THE 08:21:33:03
RIGHT MESSAGE, AND WE'VE SEEN 08:21:34:21
PROPANE COSTS INCREASE BY 24%. 08:21:36:04
SO THERE COULD BE SOME COST 08:21:38:15
SAVINGS. 08:21:40:19
BUT DO YOU KNOW OF ANY REBATES 08:21:41:22
THAT EXIST? 08:21:43:27
>> ACTUALLY, THE PROGRAM IS IN 08:21:46:00
THE PROCESS OF BEING FORMULATED 08:21:47:03
RIGHT NOW BY THE STATE. 08:21:48:21
WE HAD SOME \$82 MILLION. 08:21:49:21
HOW THAT IS DIVVIED UP-- I HAVE 08:21:51:13
PARTICIPATED IN A COUPLE 08:21:54:04
CONFERENCE CALLS. 08:21:55:00
THE PRODUCT IS NOT WHERE IT 08:21:55:22
NEEDS TO BE. 08:21:57:03
>> UNDERSTOOD. 08:21:58:03
YOU NEED A CAR THAT'S GOING TO-- 08:21:58:27
I ASSUME-- HOW MANY HOURS A DAY 08:22:00:16
IS THE BUS-- 08:22:02:04
>> ON AVERAGE WE'RE ABOUT EIGHT, 08:22:03:01
8.5 HOURS. 08:22:04:24
>> AND HOW MANY MILES DOES THAT 08:22:05:22
TRAVEL? 08:22:07:18
>> ABOUT 10 MILES AN ENGINE 08:22:08:00
HOUR, ON AVERAGE, ABOUT 80 08:22:10:03
MILES. 08:22:11:18
SO THE PRODUCT IS COMING ALONG. 08:22:11:28
MOST OF THE DEVELOPMENT'S BEEN 08:22:14:18
AIMED AT CALIFORNIA, WHICH HAS 08:22:15:25
LARGE REAR-ENGINE BUSES. 08:22:18:22

THE ONLY PRODUCT CURRENTLY 08:22:20:10
AVAILABLE FOR US IS REALLY BUILT 08:22:22:01
BY A BACKYARD SHOP, AND THE 08:22:23:04
PRODUCT ITSELF, IT'S NOT THE 08:22:24:19
PROPULSION THAT'S THE PROBLEM. 08:22:26:00
IT'S THE PRODUCT ITSELF. 08:22:27:21
FROM A COST STANDPOINT, PROPANE 08:22:29:00
HAS GONE UP THIS YEAR, BUT IT'S 08:22:31:09
BEEN FAR LESS VOLATILE THAN 08:22:33:07
DIESEL. 08:22:37:03
WE'RE NOW EXPORTING FUELS THAT 08:22:37:18
WE DID NOT BEFORE, BUT IT'S 08:22:39:06
STILL RUNNING CLOSE TO \$1 A 08:22:40:28
GALLON LESS. 08:22:42:24
GAS, ON THE OTHER HAND, ANYTHING 08:22:44:07
THAT OUR-- OUR POWER PLANTS ARE 08:22:45:18
POWERED BY GAS, NO MATTER WHAT 08:22:48:09
PIPELINES WE BUILD, WE'RE THE 08:22:50:03
LAST SPIGOT ON THE PIPELINE. 08:22:51:21
WE STILL IMPORT MOST OF OUR GAS. 08:22:54:21
OUR ELECTRICITY IS NOT, FROM A 08:22:57:12
COST STANDPOINT, MORE EFFICIENT 08:22:59:18
OR MORE COST EFFECTIVE. 08:23:01:00
YOU KNOW, WE CONTINUE TO WANT TO 08:23:02:09
GET THE FLEET EMISSIONS DOWN AS 08:23:03:28
A TOTAL, WHICH IS WHY WE PURSUED 08:23:05:16
PROPANE. 08:23:08:09
>> YEAH, BUT-- ARE YOU SAYING 08:23:09:00
THAT THAT ELECTRIC BUSES ARE NOT 08:23:11:03
MORE-- REPEAT WHAT YOU JUST SAID 08:23:14:03
THERE. 08:23:20:10
>> ELECTRIC BUSES ARE, FIRST OF 08:23:20:18
ALL, THREE TIMES THE PRICE-- 08:23:22:18
>> WHAT YOU SAID SPECIFICALLY, 08:23:24:13
NATURAL GAS FUELS ELECTRICITY-- 08:23:25:24
>> AND WE HAVE THE MOST 08:23:27:18
EXPENSIVE ELECTRIC RATES IN THE 08:23:29:06
COUNTRY. 08:23:30:21
AND WE DON'T YET HAVE A-- THAT 08:23:31:01
WILL GO A WHOLE DAY, AND WE HAVE 08:23:32:09
A BATTERY LIFE IN COMMERCIAL 08:23:35:27
SERVICE THAT DOESN'T EXTEND FIVE 08:23:38:24
YEARS. 08:23:40:04
SO ABOUT A \$30,000-- 08:23:40:16
>> I GET THAT. 08:23:42:16
AND I AM-- WEIGHING MY ROLE AS A 08:23:43:16
FISCAL STEWARD OF THE CITY WITH 08:23:47:01
MY ROLE AS AN ENVIRONMENTALIST. 08:23:49:18
I APPRECIATE YOUR POINT. 08:23:51:09
I AM HOPEFUL WITH THE INCREDIBLY 08:23:52:09
QUICK ADVANCES IN ELECTRIC 08:23:54:06
VEHICLES, WITH THE INCREDIBLE 08:23:59:04
DROPPING PRICE OF ELECTRIC 08:24:00:18
VEHICLES AT ALL LEVELS THIS IS A 08:24:01:28

CONVERSATION A COUPLE OF YEARS 08:24:03:21
FROM NOW. 08:24:05:12
>> IT PROBABLY IS FIVE YEARS OFF 08:24:05:24
FOR THE PRODUCT. 08:24:08:00
WE THINK THE BEST THINGS FOR 08:24:09:06
EMISSION IS TO RETIRE DIESEL 08:24:10:18
BUSES AND WE'RE DOING THAT AT A 08:24:15:06
MUCH MORE RAPID PACE WITH 08:24:16:12
PROPANE. 08:24:18:10
>> THAT'S CERTAINLY ONE STEP AND 08:24:18:21
A GOOD STEP. 08:24:19:25
I LOOK FORWARD TO SEEING 08:24:20:18
ADDITIONAL STEPS FOR THAT. 08:24:22:06
HOW AM I DOING, MR. CHAIR? 08:24:23:09
>> YOU'RE GOOD. 08:24:25:15
>> 10-MINUTE ROUNDS. 08:24:26:00
>> OH, PERFECT, PERFECT. 08:24:28:09
DOOR-TO-DOOR TO CORNER STUDENTS. 08:24:30:27
DO WE HAVE STUDENTS ORIGINALLY 08:24:33:10
SLATED TO BE PICKED UP AT THEIR 08:24:34:25
DOOR, THAT THEN, AS THEY GET 08:24:36:13
OLDER FOR A WHOLE HOST OF 08:24:38:16
REASONS HAD TRANSFER TO BEING 08:24:41:21
CORNER STUDENTS? 08:24:44:06
I DON'T KNOW IF I'M PHRASING 08:24:45:00
THAT RIGHT BUT I THINK YOU GOT 08:24:46:18
THE GIST. 08:24:48:24
>> I UNDERSTAND WHAT YOU'RE 08:24:49:15
SAYING. 08:24:50:19
HAVE STUDENTS WHO TRANSITION 08:24:51:18
THAT WAY-- BUT THE ULTIMATE GOAL 08:24:52:25
OF SPECIAL EDUCATION NATIONWIDE 08:24:55:01
IS TO SERVE STUDENTS IN THE 08:24:57:06
LEAST-RESTRICTIVE ENVIRONMENT 08:24:58:24
POSSIBLE. 08:25:00:12
YES, ONE OF THE CORE GOALS FOR 08:25:00:24
SPECIAL EDUCATION IS TO ALLOW 08:25:02:07
THAT TO HAPPEN. 08:25:03:22
I DON'T BELIEVE IT HAPPENS AT A 08:25:04:22
VERY SIGNIFICANT RATE. 08:25:06:09
WHAT I CAN SAY, THOUGH, IS THAT 08:25:07:16
ONE OF THE OTHER INNOVATIONS 08:25:09:09
THAT WE LAUNCHED IN PARTNERSHIP 08:25:10:16
WITH SPECIAL EDUCATION LAST YEAR 08:25:11:27
IS THE REFINEMENT TO THE WAY 08:25:13:12
THAT DOOR-TO-DOOR ACCOMMODATIONS 08:25:15:10
AND OTHER ACCOMMODATIONS ARE 08:25:18:03
METED OUT AT THE SCHOOL LEVEL. 08:25:20:27
A NEW ACCOMMODATION IS WHAT'S 08:25:23:03
CALLED "ACCOMMODATED CORNER." 08:25:25:16
WE MIGHT NOT PICK YOU UP AT YOUR 08:25:28:00
DOOR. 08:25:29:22
YOU MIGHT BE ON THAT FIRST STEP 08:25:30:03
AWAY FROM NEEDING THAT SERVICE, 08:25:31:21

BUT NOT QUITE AT THE LEVEL WHERE 08:25:33:00
YOU COULD WALK THE QUARTER MILE 08:25:34:10
TO GET TO THE BUS STOP. 08:25:36:06
SO WE'RE CALLING IT "CLOSEST 08:25:37:28
CORNER" OR "ACCOMMODATED CORNER" 08:25:39:27
TO ALLOW THAT TRANSITION TO 08:25:42:15
HAPPEN OR DIRECTLY TO 08:25:44:09
ACCOMMODATED CORNER INSTEAD OF 08:25:45:28
DOOR TO DOOR AT THE OUTSET. 08:25:48:01
>> TO YOUR KNOWLEDGE, DO ANY 08:25:49:15
URBAN SCHOOL DISTRICTS-- WE HAVE 08:25:52:21
A UNIQUE SITUATION WITH OUR 08:25:54:15
SCHOOL TRANSPORTATION THAT MOST 08:25:57:21
OTHER CITIES DON'T HAVE. 08:25:58:21
>> RIGHT. 08:26:00:03
>> DO ANY CITIES REFUSE TO OFFER 08:26:00:15
DOOR-TO-DOOR, WITH KIDS-- OTHER 08:26:02:24
THAN THE EXTREME 08:26:05:25
ACCOMMODATIONS-- BUT DO YOU KNOW 08:26:07:09
OF ANY DISTRICT IN THE UNITED 08:26:09:06
STATES THAT MAY HAVE ANOTHER 08:26:11:03
APPROACH TO PICKING UP STUDENTS 08:26:12:06
THAT NEED SPECIAL 08:26:13:21
ACCOMMODATIONS? 08:26:14:13
>> I DO NOT. 08:26:15:13
>> I MEAN, WHAT OF WOULD IT 08:26:16:03
BE... WOULD IT BE A SIGNIFICANT 08:26:18:27
SAVINGS TO-- I WON'T SAY ABANDON 08:26:27:22
DOOR-TO-DOOR PICKUP, BUT TO 08:26:30:12
SIGNIFICANTLY STREAMLINE IT SO 08:26:32:10
WE HAVE MORE OF THAT 08:26:34:01
ACCOMMODATED CORNER? 08:26:35:04
THAT SOUNDS TO ME LIKE SOMETHING 08:26:36:15
THAT COULD SAVE MONEY AND COULD 08:26:38:13
ALSO HELP THE STUDENT IN THE 08:26:40:01
LONG RUN THE NOTION OF AN 08:26:41:01
INCLUSION CLASSROOM IS SORT A 08:26:44:06
RISING TIDE LIFTS ALL BOATS. 08:26:46:24
ARE THERE ANY DATA POINTS THAT 08:26:49:27
SHOW IT WOULD LEAD TO SAVINGS. 08:26:52:15
>> IT WOULD LEAD TO SAVINGS. 08:26:55:22
OUR AVERAGE COST FOR DOOR TO 08:26:58:09
DOOR IS \$10,000. 08:27:01:16
FOR CORNER IS \$3,000. 08:27:03:07
IT'S MUCH-- WE HAVE A LOT OF 08:27:06:07
DOOR-TO-DOOR LOCATIONS ON 08:27:09:12
ONE-WAY STREETS OR TIGHT STREETS 08:27:11:04
ACROSS BOSTON THAT WE NEED TO 08:27:13:13
GET DOWN AND BACK UP AND BACK 08:27:14:18
DOWN ON THE BUS. 08:27:16:19
ALL OF THAT IS TIME, AND TIME IS 08:27:17:18
MONEY IN THE WORLD OF 08:27:19:07
TRANSPORTATION. 08:27:20:03
CERTAINLY IT WOULD BE A 08:27:20:15

SIGNIFICANT SAVINGS. 08:27:21:12
WE'RE WORKING WITH SPECIAL 08:27:22:07
EDUCATION IT TRY TO DO THAT AND 08:27:23:18
TRY TO MAKE SURE THEIR STAFF WHO 08:27:24:28
ARE ASSIGNING THESE 08:27:26:21
ACCOMMODATIONS ARE AS EQUIPPED 08:27:27:27
AS WE ARE WITH THE KNOWLEDGE OF 08:27:30:24
THE COST IMPACTS WITH WHAT 08:27:32:06
HAPPENS WITH THESE ASSIGNMENTS. 08:27:33:25
>> AND I WOULD-- SO THAT-- I 08:27:35:18
APPRECIATE, THAT JOHN. 08:27:39:21
I WANT TO BE CLEAR, I RECOGNIZE 08:27:40:16
CERTAIN KIDS ARE GOING TO NEED 08:27:42:27
DOOR-TO-DOOR ACCOMMODATION. 08:27:44:15
BUT I DID FEEL EYE HAVE HEARD 08:27:46:16
REPEATEDLY, SOME PARENTS WHO 08:27:48:09
HAVE A KID WHO GETS DOOR-TO-DOOR 08:27:51:06
PICKUP SAY WE DON'T NEED THIS. 08:27:53:16
MAYBE THEY EXPRESSED IT AND 08:27:56:00
MAYBE THEY HAVEN'T. 08:27:57:21
THIS IS SOMETHING TO WATCH. 08:27:58:16
AND I KNOW YOU ARE WATCHING 08:27:59:21
THAT. 08:28:00:16
>> IT'S RECENTLY IDENTIFIED A 08:28:00:24
GOOD NUMBER OF STUDENTS WHO, BY 08:28:02:22
THEIR SPECIAL EDUCATION STATUS 08:28:04:18
ALONE, DON'T NECESSARILY WARRANT 08:28:06:16
DOOR-TO-DOOR ACCOMMODATIONS, AND 08:28:08:25
SO SPECIAL EDUCATION IS GOING TO 08:28:11:06
HELP US IN DISCUSSING THAT WITH 08:28:12:24
THE FAMILIES INVOLVED TO SEE 08:28:14:01
ABOUT REMOVING THAT 08:28:16:07
ACCOMMODATION. 08:28:17:03
ONCE THAT ACCOMMODATION IS IN AN 08:28:18:00
I.E.P., IT'S EXTREMELY DIFFICULT 08:28:21:06
TO REMOVE THAT. 08:28:23:01
AS THE PARENT OF A CHILD, AS A 08:28:24:01
PARENT WHO HAS GONE TO THESE 08:28:25:16
I.E.P. MEETINGS, THEY TEND TO BE 08:28:26:24
VERY, VERY TENSE AND WE NEED TO 08:28:29:15
HONOR AND THAAD AND THE NEEDS OF 08:28:31:18
THE SCHOOL DISTRICT. 08:28:33:12
>> IT'S DEFINITELY COMPLICATED. 08:28:34:07
COUNCILOR ESSAIBI GEORGE ASKED 08:28:36:06
YOU, BUT COULD YOU WALK ME 08:28:39:19
THROUGH WHAT THE PROCESS IS FOR 08:28:41:25
SORT OF B.P.S. PROVIDING 08:28:43:12
TRANSPORTATION FOR AFTER-SCHOOL 08:28:46:24
ATHLETICS AT THE VARSITY LEVEL, 08:28:47:27
THE JUNIOR VARSITY LEVEL, CLUB 08:28:49:25
LEVEL. 08:28:53:13
HOW DOES THAT WORK? 08:28:54:03
>> THE PEAK HOUR TO TRANSPORT 08:28:55:21
THE ATHLETICS BETWEEN 1:00 AND 08:28:57:09

4:00 IS DONE BY EXISTING DRIVERS. 08:29:00:18
MAYBE THE STANDBY DRIVERS WE TALKED ABOUT, THE 14%. 08:29:02:03
THE RETURN TRIP IS USUALLY BIDDED OUT. 08:29:02:18
SO DRIVERS EVERY DAY WILL SIGN UP AND THERE'S A BIDDING PROCESS THAT THEY'LL BID ON WORK TO TAKE THE RETURN TRIPS. 08:29:06:06
BUT THE KEY PIECE THERE IS THE PEAK CHARTERS THAT ARE BETWEEN, LIKE, 2:00 AND 4:00. 08:29:07:10
>> AND IS IT LIKE A POLICE DETAIL-- IF NO ONE BIDS ON IT, THEN IT MAY NOT-- 08:29:09:06
>> THAT'S THE STRUGGLE. 08:29:09:24
IF NO ONE BIDS ON IT, THEN-- WE DON'T TYPICALLY HAVE ANY PROBLEM WITH THE FOUR:00 5:00, 6:00 RETURN TRIPS. 08:29:11:18
THERE ARE DRIVERS THAT WILL BID ON IT. 08:29:13:22
THAT'S FINE. 08:29:16:12
IT'S THE 2:00, 3:00, 4:00 THAT'S PROBLEMATIC. 08:29:18:16
WHAT WE'VE BEEN DOING IS BEING CREATIVE. 08:29:20:09
IF THE DRIVER CAN DO IT, AND THEN START THE TRIP-- THE 2:30 AND 3:00 HOUR WE PACKAGE THEM TOGETHER. 08:29:22:04
THERE'S A LOT OF PACKAGING DONE. THAT'S WHERE IT'S PROBLEMATIC BETWEEN THE 2:00 AND 4:00 HOUR. 08:29:23:25
>> AND I KNOW BOSTON LATIN IN THE DUAL COUNTY LEAGUE, THAT'S DIFFERENT. 08:29:26:21
ARE THERE ANY OTHER LEAGUES THAT COULD POSE SOME TRANSPORTATION PROBLEMS? 08:29:28:19
>> I'M NOT SURE. 08:29:30:12
>> I BELIEVE BOSTON LATIN IS THE ONLY ONE THAT PARTICIPATES IN A DIFFERENT ATHLETIC CONFERENCE. 08:29:32:09
CERTAINLY, WE DO HAVE SCHOOLS WITHIN OUR OWN ATHLETIC CONFERENCE WHO DO TRAVEL OUTSIDE OF THE DISTRICT FOR GAMES. 08:29:34:12
>> AND THEN-- SO THERE ARE CURRENTLY 15 FIOLA/TRANSDEV BUS DRIVERS SUSPENDED WITH PAY. 08:29:35:27
IS THAT SOMETHING WE CAN ADDRESS DURING THE CONTRACT NEGOTIATIONS 08:29:38:03
08:29:38:27
08:29:40:24
08:29:41:13
08:29:42:01
08:29:44:27
08:29:45:19
08:29:47:21
08:29:48:18
08:29:51:01
08:29:55:21
08:29:57:13
08:29:57:22
08:29:59:27
08:30:01:22
08:30:04:15
08:30:07:21
08:30:09:09
08:30:09:19
08:30:12:09
08:30:14:03
08:30:14:25
08:30:15:15
08:30:17:03
08:30:18:24
08:30:19:27
08:30:22:00
08:30:24:12
08:30:25:15
08:30:28:24
08:30:31:21
08:30:40:00
08:30:41:22
08:30:43:10

THAT WILL PRESENT THEMSELVES 08:30:44:18
THIS YEAR? 08:30:45:21
>> CERTAINLY. 08:30:47:24
>> AND DO WE KNOW WHAT THE 08:30:48:04
CUMULATIVE COST IS OF SALARY AND 08:30:51:00
BENEFITS WE'RE PAYING FOR THAT? 08:30:53:09
>> WHAT I CAN TELL YOU FOR THE 08:30:54:18
MONTH OF APRIL ALONE, THE COST 08:30:55:24
OF THAT WAS \$54,000 FOR THE 08:30:57:09
WAGES OF THE DRIVERS WHO WERE 08:31:00:15
SUSPENDED WITH PAY. 08:31:01:28
I THINK THAT'S CORRECT. 08:31:02:28
THE AVERAGE LENGTH OF TIME FOR 08:31:10:09
DRIVERS SUSPENDED IS 22 DAYS, 08:31:12:12
AND WE'RE WORK WITH TRANSDEV, 08:31:15:22
AND THE UNION, TO SHORTEN THAT 08:31:18:00
AS MUCH AS POSSIBLE AND GET 08:31:19:18
THOSE DRIVERS BACK ON THE ROAD. 08:31:21:03
>> THANK YOU, MR. CHAIRMAN. 08:31:22:09
THAT'S ALL FOR THIS. 08:31:23:09
>> JUST THE FOLLOW-UP ON THE BUS 08:31:26:06
DRIVER. 08:31:27:16
AM I CORRECT IN RECALLING THAT 08:31:28:25
ON ANY GIVEN DAY, ABOUT 25% OF 08:31:30:09
THE WORKFORCE DOESN'T COME TO 08:31:34:13
WORK FOR ONE REASON OR ANOTHER? 08:31:36:16
I SEEM TO REMEMBER IT WAS A 08:31:38:09
STRIKINGLY LARGE NUMBER, AND TO 08:31:41:06
COUNCILOR O'MALLEY'S POINT, CAN 08:31:44:06
WE HAVE, YOU KNOW, KIND OF 08:31:46:12
CLAW-BACKS IF PEOPLE DON'T SHOW 08:31:48:18
UP TO WORK, YOU KNOW, ON THE 08:31:51:16
UNION SIDE? 08:31:53:04
IF YOUR MEMBERS DON'T SHOW UP AT 08:31:54:10
A CERTAIN LEVEL, THAT WE KIND OF 08:31:56:09
CLAW BACK SOME OF THAT REVENUE. 08:32:00:06
>> IF YOU WOULDN'T MIND-- 08:32:04:19
ELABORATE A LITTLE BIT MORE ON 08:32:08:18
WHAT YOU'RE SUGGESTING A 08:32:10:00
"CLAW-BACK. 08:32:14:09
OF THE. 08:32:16:12
>> AS I RECALL, IT WAS A 08:32:16:19
STRIKINGLY LARGE PERCENTAGE OF 08:32:18:10
THE BUS WORKFORCE THAT DIDN'T 08:32:20:24
SHOW UP ON A DAILY BASIS. 08:32:22:15
CAN'T WE IMPOSE SOME KIND OF-- 08:32:33:00
LIKE, YOU KNOW, IF 17% OF THE 08:32:35:06
WORKFORCE CALLS IN SICK, LIKE, 08:32:36:28
YOU DON'T GET REIMBURSED SO 08:32:40:16
MUCH? 08:32:42:28
AND, AGAIN, YOU KNOW, KIND OF 08:32:44:04
GOALS IT REACH, GOALS REVERSING 08:32:48:00
THAT TREND OF A QUARTER OF THE 08:32:50:03
WORKFORCE NOT SHOWING UP ON ANY 08:32:52:06

GIVEN DAY. 08:32:54:19
>> RIGHT. 08:32:55:13
IT'S CERTAINLY, I THINK, FAIR TO 08:32:55:28
SAY THAT MORE NEEDS TO BE DONE 08:32:57:18
TO ENSURE MORE RELIABLE 08:33:00:25
ATTENDANCE. 08:33:07:22
I WILL PAUSE AND NOTE THAT THE 08:33:08:21
VAST MAJORITY OF OUR DRIVERS ARE 08:33:10:06
CARING AND CONSISTENT AND 08:33:12:27
RELIABLE-- 08:33:13:27
>> OTHER THAN THAT THE FACT THAT 08:33:15:03
25% OF ANY WORKFORCE NOT SHOWING 08:33:16:24
UP ON ANY GIVEN DAY, NO MATTER 08:33:19:07
WHERE THEY WORK, IS TROUBLING TO 08:33:21:28
ME. 08:33:23:16
>> CORRECT. 08:33:23:24
NO, WITHOUT A DOUBT, THAT'S 08:33:24:24
TRUE. 08:33:26:01
SO WE'RE TRYING TO WORK WITH 08:33:26:13
TRANSDEV, AND ULTIMATELY WITH 08:33:27:28
THE UNION, TO MAKE SURE THE 08:33:30:19
DRIVER ATTENDANCE ISSUE SOLVES 08:33:32:00
ITSELF. 08:33:34:12
IF WE CONSIDERED THE CLAW-BACK 08:33:34:24
APPROACH YOU'RE SUGGEST AGO AND 08:33:37:12
I THINK YOU AND I ARE 08:33:39:15
BRAINSTORMING ON THIS-- IF WE 08:33:40:18
WERE TO EXPLORE, THAT MY FEAR IS 08:33:41:24
THAT IT MIGHT BE PUNITIVE FOR 08:33:43:27
THE DRIVER WHO ACTUALLY NEEDS TO 08:33:45:24
BE OUT THE NEXT DAY BECAUSE OF A 08:33:47:13
VERY LEGITIMATE REASON. 08:33:49:01
NOW, THAT SAID, WE DO FEAR THAT 08:33:49:27
THERE ARE SOME DRIVERS ON A 08:33:51:24
REGULAR BASIS WHO ARE NOT 08:33:53:03
PRESENT FOR-- WHO ARE NOT 08:33:54:18
ABSENT, I SHOULD SAY, FOR 08:33:56:24
LEGITIMATE ARABS. 08:33:58:15
AND WE'RE TRYING TO WORK WITH 08:33:59:07
TRANS AND THE UNION TO CURB 08:34:00:25
THAT. 08:34:03:09
I KNOW IN A RECENT SNAPSHOT WE 08:34:03:24
GOT QUESTIONS LEAK THIS OFTEN 08:34:05:27
COME UP. 08:34:07:18
WE HAD 30 UNEXCUSED ABSENCES ON 08:34:08:03
ONE DAY. 08:34:10:27
IN ADDITION, WE HAD SIX OTHER 08:34:11:15
DRIVERS WHO WERE EITHER 08:34:13:00
SUSPENDED WITH PAY, SUSPENDED 08:34:14:00
WITHOUT PAY, OR WERE ON A 08:34:15:10
FORMALLY RECOGNIZED LEAVE OF 08:34:16:24
ABSENCE. 08:34:18:12
THAT, THEN, DOES NOT INCLUDE 08:34:19:01
OTHER DRIVERS WHO ARE ON PAID 08:34:20:16

TIME OFF OR OTHER LEAVES OF 08:34:22:04
 ABSENCE, LIKE JURY DUTY, THING 08:34:23:22
 LIKES THAT. 08:34:27:07
 NOR DOES IT INCLUDE THE 107 08:34:28:10
 DRIVERS WE MENTIONED EARLIER WHO 08:34:30:03
 ARE ON LONG-TERM LEAVES AND MAKE 08:34:31:13
 UP THE TOTAL NUMBER OF 852 08:34:33:27
 DRIVERS, BUT NEVER ACTUALLY SHOW 08:34:36:00
 UP TO WORK. 08:34:38:12
 AND, AGAIN, NOTHING AGAINST THE 08:34:39:12
 UNION OR THE DRIVERS. 08:34:41:15
 IT'S JUST SOMETHING THAT WE NEED 08:34:42:15
 TO WORK ON. 08:34:43:27
 >> RIGHT, OKAY. 08:34:44:18
 COUNCILOR JANEY. 08:34:46:03
 >> THANK YOU. 08:34:48:07
 JUST IN TERMS OF THE-- LAURA, 08:34:50:25
 THANK YOU AGAIN-- IN TERMS OF 08:34:54:03
 THE LIST OF SCHOOLS YOU'RE GOING 08:34:55:07
 TO GET ME FOR ROXBURY, COULD YOU 08:34:56:06
 ALSO INDICATE WHICH ARE THE HUB 08:34:58:18
 SCHOOLS, AND THEN THE SCHOOLS 08:35:00:09
 THAT THOSE HUB SCHOOLS WOULD BE 08:35:01:09
 SERVING IN THEIR AREA WHEN YOU 08:35:03:09
 GET THAT LIST? 08:35:04:27
 IN TERMS OF TRANSPORTATION, I 08:35:07:06
 WANTED TO COME BACK TO THE 08:35:11:00
 DOOR-TO-DOOR. 08:35:15:09
 AND ON PAGE NUMBER 5, MY LITTLE 08:35:17:00
 KEY AT THE BOTTOM IS CUT OFF, IF 08:35:21:15
 YOU COULD LET ME KNOW WHAT THE 08:35:24:03
 DARK-GREEN, LIGHT-GREEN, AND 08:35:25:18
 BLUE. 08:35:27:27
 >> REPORTER: 08:35:27:27
 >> SURE. 08:35:28:15
 I HAVE THAT HERE. 08:35:31:15
 THE DARK GREEN REPRESENTS THE 08:35:33:27
 CHARTER TRANSPORTATION COSTS. 08:35:37:21
 THE LIGHT GREEN REPRESENTS 08:35:39:01
 CHARTER M.B.T.A. 08:35:40:15
 SO JUST AS WE PROVIDE M.B.T.A. 08:35:41:09
 PASSES FOR B.P.S. STUDENTS, WE 08:35:43:24
 ALSO DO THE SAME THING FOR 08:35:45:15
 CHARTER. 08:35:46:22
 THE DARK BLUE, WHICH IS HARDLY 08:35:48:16
 VISIBLE IN THE LEFT-HAND COLUMN, 08:35:51:18
 BUT SOMEWHAT PROMINENT ON THE 08:35:53:09
 RIGHT, THAT'S OUR PRIVATE 08:35:55:15
 SPECIAL EDUCATION STUDENTS. 08:35:56:22
 THOSE ARE ASSIGNED TO OUTSIDE OF 08:35:57:22
 GREATER BOSTON. 08:36:01:06
 AND THE LIGHT GRAY IS PRIVATE 08:36:02:03
 PAROCHIAL. 08:36:05:01
 >> OH, THE GRAY. 08:36:05:13

I DIDN'T EVEN SEE THE GRAY. 08:36:06:27
 SO WHAT I'VE OBSERVED OVER A 08:36:09:00
 NUMBER OF YEARS HAVING FOLLOWED 08:36:10:22
 THE TRANSPORTATION BUDGET IN 08:36:12:12
 PARTICULAR, ARE A LOT OF 08:36:13:19
 QUESTIONS AND CONCERNS AROUND 08:36:16:06
 THE CHOICE PORTION, WHICH 08:36:18:00
 STEADILY, AS WE'VE SEEN, HAS 08:36:20:18
 BEEN SHRINKING OVER TIME, IN 08:36:22:07
 PART BECAUSE OF POLICY CHANGES 08:36:24:27
 WITHIN THE DISTRICT. 08:36:27:09
 SO GOING FROM THE-- FROM 08:36:28:27
 ZONE-BASED TO HOME-BASED, 08:36:30:18
 PUTTING MIDDLE-SCHOOL STUDENTS 08:36:33:09
 ON THE BUSES-- ON THE M.B.T.A. 08:36:34:24
 BUSES. 08:36:36:10
 SO THAT'S GONE DOWN. 08:36:37:00
 AND FROM HERE, YOU COULD SEE THE 08:36:38:07
 PERCENTAGE OF STUDENTS ALMOST 08:36:41:00
 THE SAME AS THE COST. 08:36:42:21
 YOU KNOW, THE DOOR-TO-DOOR-- 08:36:46:03
 BUILDING ON WHAT MATT O'MALLEY 08:36:47:28
 WAS SHARING EARLIER, I HEAR 08:36:50:10
 STORIES ALL THE TIME ABOUT 08:36:51:25
 STUDENTS WHO RECEIVE 08:36:54:21
 DOOR-TO-DOOR WHO ARE ABLE-- 08:36:59:18
 OLDER STUDENTS WHO ARE ABLE TO 08:37:01:06
 TAKE PUBLIC TRANSPORTATION. 08:37:03:06
 NOW, CERTAINLY, IF THERE ARE 08:37:04:12
 STUDENTS WHO NEED AND REQUIRE 08:37:05:22
 DOOR-TO-DOOR SERVICE THEY SHOULD 08:37:07:16
 RECEIVE THAT. 08:37:09:12
 BUT THERE ARE JUST STORIES THEY 08:37:10:07
 HEAR OF, YOU KNOW, EITHER 08:37:13:03
 PARENTS OR YOUNG STUDENTS 08:37:15:15
 THEMSELVES WHO ENJOY YOU KNOW, 08:37:17:15
 GOING TO THE MOVIE WITH THEIR 08:37:20:15
 FRIENDS ON THE WEEKEND ON THE 08:37:21:22
 "T." 08:37:22:18
 THEY LIKE THE FREEDOM AND 08:37:23:00
 INDEPENDENCE THAT THAT PROVIDES 08:37:24:24
 THEM. 08:37:25:28
 BUT THEY STILL GET DOOR-TO-DOOR. 08:37:26:09
 HOW OFTEN IS THE-- HOW OFTEN IS 08:37:28:09
 THE ADMINISTRATION REALLY 08:37:32:18
 LOOKING AT WHO GETS 08:37:33:24
 DOOR-TO-DOOR? 08:37:35:28
 AND DOING SO IN A MANNER THAT, 08:37:36:24
 YOU KNOW, INVOLVES THE PARENTS? 08:37:38:13
 I HEAR YOU HAVE THIS NEW CLOSEST 08:37:40:04
 CORNER THAT YOU'RE WORKING WITH 08:37:44:09
 SPECIAL ED? 08:37:45:12
 >> YES. 08:37:46:12
 >> ARE YOU ALSO WORKING WITH THE 08:37:46:18

OFFICE OF ENGAGEMENT? 08:37:48:00
HOW ARE PARENTS BEING INFORMED 08:37:49:06
OF THIS NEW DIRECTION THAT YOU 08:37:50:27
WANT TO GO IN? 08:37:52:10
HOW ARE PARENTS INVOLVED IN AT 08:37:53:21
THE ACTUAL I.E.P. MEETINGS, AND 08:37:55:09
UNDERSTANDING, YOU KNOW, THE 08:37:58:21
BENEFITS OF A CHILD OR THE YOUNG 08:38:00:16
PERSON BEING ABLE TO KIND OF 08:38:03:28
HAVE THAT FREEDOM AND AUTONOMY 08:38:05:16
TO TAKE PUBLIC TRANSPORTATION, 08:38:07:12
IF IN FACT THEY'RE ABLE AND 08:38:09:06
READY TO. 08:38:10:27
SO HOW ARE PARENTS? 08:38:11:25
I HEARD YOU SAY YOU'RE WORKING 08:38:13:06
WITH SPECIAL EDUCATION. 08:38:14:21
HOW ARE YOU WORKING WITH 08:38:16:00
PARENTS? 08:38:17:00
>> OFTENTIMES I WOULD BE 08:38:17:15
INTRODUCED TO PARENTS DURING THE 08:38:18:18
I.E.P. PROCESS AT THE SCHOOL 08:38:20:15
LEVEL. 08:38:22:04
AND I CAN TELL YOU THAT THE NEXT 08:38:22:27
TRAINING FOR ALL OF OUR SPECIAL 08:38:24:00
EDUCATION COORDINATORS IS 08:38:25:22
HAPPENING THIS THURSDAY, MAY 10. 08:38:27:03
SPECIAL EDUCATION IS HOSTING 08:38:29:09
THAT AND HAS ASSURED ME THAT 08:38:30:19
THEY WILL MAKE PROMINENT ON THE 08:38:32:18
AGENDA THESE ISSUES RELATED TO 08:38:34:06
MAKING SURE COMMUNICATIONS WITH 08:38:36:09
FAMILIES ARE MUCH CLEARER, 08:38:37:19
MAKING SURE THAT WE'RE ONLY 08:38:39:07
ASSIGNING ACCOMMODATIONS TO 08:38:40:25
THOSE STUDENTS WHO TRULY MERIT 08:38:42:21
THOSE ACCOMMODATION, AND REALLY 08:38:44:18
JUST TRYING WHATEVER WE CAN TO 08:38:46:06
SHORE UP THOSE CONVERSATIONS 08:38:47:21
WITH PARENTS SO THAT THEY 08:38:48:24
UNDERSTAND WHY THEIR CHILD MIGHT 08:38:50:12
NOT BE GIVEN THE TRANSPORTATION 08:38:52:10
ACCOMMODATION THAT THEY HAD 08:38:53:21
BEFORE, OR THAT THEY THINK THAT 08:38:55:06
THEY MERIT, WHICH SPECIAL 08:38:57:04
EDUCATION DOESN'T. 08:38:58:15
OR THEY MIGHT LEARN IN THOSE 08:39:00:21
MEETINGS A LITTLE BIT MORE ABOUT 08:39:02:03
ACCOMMODATED CORNER. 08:39:03:13
IT'S NOT SOMETHING WE HAVE 08:39:04:13
ENGAGED WITH THE OFFICE 08:39:05:13
ENGAGEMENT ON, AS FAR AS MORE 08:39:07:09
BROAD COMMUNICATION DISTRICT 08:39:09:15
WIDE, BECAUSE IT'S STILL ONLY 08:39:11:04
RELEVANT FOR A SMALL PERCENTAGE 08:39:12:15

OF OUR TOTAL STUDENT BODY. 08:39:14:03
>> I WOULD, I GUESS, SUGGEST TO 08:39:16:06
YOU, IF THAT'S THE ONLY PLACE 08:39:18:00
IT'S BEING INTRODUCED, THEN, 08:39:19:15
OFTENTIMES, THOSE MEETINGS CAN 08:39:21:10
BE... PARENTS CAN EXPERIENCE 08:39:22:25
THEM AS BEING HOSTILE, AND SO IF 08:39:26:09
THAT'S WHERE IT'S BEING 08:39:28:19
INTRODUCED, I'M NOT SURE YOU'RE 08:39:30:00
GOING TO GET AT WHAT YOU'RE 08:39:31:18
TRYING ACHIEVE HERE. 08:39:33:03
I WOULD SUGGEST THAT YOU, IF NOT 08:39:34:03
THE OFFICE OF ENGAGEMENT, 08:39:36:01
CLEARLY, THERE IS THE SPECIAL 08:39:38:03
EDUCATION PACK. 08:39:39:24
THERE ARE OTHER ADVOCACY GROUPS 08:39:41:28
THAT ARE WORKING WITH PARENTS OF 08:39:43:09
STUDENTS WITH SPECIAL NEEDS THAT 08:39:44:27
COULD BE ENGAGED AND THEN-- AND, 08:39:46:25
AGAIN, THROUGH THE LENS OF IF A 08:39:49:12
CHILD REQUIRES AND NEEDS 08:39:52:16
DOOR-TO-DOOR THEY SHOULD 08:39:54:12
ABSOLUTELY RECEIVE IT. 08:39:56:09
BUT TO ONLY INTRODUCE IT AT AN 08:39:57:03
I.E.P. MEETING, IT DOESN'T SEEM 08:40:01:22
TO ME YOU WOULD GET THE DESIRED 08:40:04:24
OUTCOME BASED ON HOW THOSE 08:40:07:00
MEANINGS CAN OFTEN BE HOSTILE 08:40:09:03
AND TENSE. 08:40:10:24
SO I WOULD ENCOURAGE THAT. 08:40:12:12
AND, CERTAINLY, MORE ANALYSIS, 08:40:15:03
AND A BETTER UNDERSTANDING OF 08:40:16:21
WHAT THE DISTRICT SEES AS THE 08:40:18:03
NUMBER OF STUDENTS WHO WOULD BE 08:40:20:18
READY TO MOVE AWAY FROM 08:40:22:00
DOOR-TO-DOOR, WHETHER IT'S THE 08:40:25:01
ACCOMMODATED CORNER OR SOMETHING 08:40:26:24
ELSE. 08:40:28:15
JUST IF YOU HAVE THOSE NUMBERS. 08:40:28:27
I'M ALSO INTERESTED IN WHAT THE 08:40:30:25
DEMOGRAPHIC BREAKDOWN OF THESE 08:40:33:19
STUDENTS ARE IN EACH OF THESE 08:40:36:09
BRACKETS. 08:40:38:18
SO UNDERSTANDING JUST, YOU KNOW, 08:40:39:03
CHARTER SCHOOLS, I'M ASSUMING, 08:40:42:06
ARE LARGELY STUDENTS OF COLOR 08:40:43:21
WITH THAT TRANSPORTATION. 08:40:45:19
BUT JUST ALL OF THESE BUCKETS 08:40:46:22
HERE, IF YOU COULD HAVE A 08:40:48:10
BREAKDOWN, THAT WOULD BE HELPFUL 08:40:49:15
TO ME. 08:40:50:22
WHO'S RESPONSIBLE FOR MONITORS 08:40:52:18
ON SCHOOL BUSES FOR CHARTER 08:40:54:21
SCHOOLS OR PAROCHIAL SCHOOLS 08:40:57:00

THAT ARE GETTING TRANSPORTATION? 08:40:59:12
ARE THOSE B.P.S. EMPLOYEES? 08:41:01:00
>> YES. 08:41:02:28
>> OKAY. 08:41:03:09
BECAUSE THAT'S HAD A-- A CHARTER 08:41:04:12
SCHOOL PARENT REPORTED TO ME 08:41:08:21
THAT THERE WAS AN INCIDENT 08:41:10:27
REGARDING A BUS MONITOR AND A 08:41:12:24
STUDENT THAT SOUNDED VERY C. 08:41:15:00
AND I JUST EYE WASN'T CLEAR AS 08:41:17:06
TO WHETHER THAT WAS AN EMPLOYEE 08:41:18:21
OF THE CHARTER SCHOOL OR B.P.S. 08:41:22:12
SO THAT'S GOOD TO KNOW. 08:41:24:28
>> IN SOME CASES, JUST AS A 08:41:26:12
CLARIFICATION-- I APOLOGIZE FOR 08:41:28:12
THE INTERRUPTION-- IN SOME 08:41:29:27
CASES, ARE THE CHARTER SCHOOL 08:41:31:07
MAY HAVE ONE OF THEIR OWN 08:41:32:15
EMPLOYEES FUNCTIONING AS A 08:41:33:18
MONITOR, IF WE DIDN'T HAVE A 08:41:36:04
MONITOR THAT DAY, OR IF THEY 08:41:37:15
FEEL THE BUS NEEDS AN ADULT 08:41:39:03
PRESENCE THERE, MIGHT NOT BE A 08:41:41:00
MONITOR PER SE. 08:41:42:21
"MONITOR" IS TYPICALLY THE 08:41:43:27
LANGUAGE USED FOR STUDENTS WHO 08:41:46:10
HAVE IT THROUGH A SPECIAL 08:41:47:25
EDUCATION PROCESS. 08:41:49:09
IN OTHER CASES, PEOPLE USE THE 08:41:50:06
WORD FOR AN ADULT TO PROVIDE 08:41:52:09
SUPERVISION OR OVERSIGHT ON THE 08:41:54:03
BUS, SO TO SPEAK. 08:41:55:21
I DON'T KNOW THIS PARTICULAR 08:41:57:04
CASE. 08:41:58:21
MOST LIKELY A B.P.S. EMPLOYEE. 08:41:59:06
>> I DON'T HAVE THE DETAILS, 08:42:00:15
EITHER, BUT I WAS WONDERING IF 08:42:02:03
IT B.P.S. OR WHO WAS 08:42:03:24
RESPONSIBLE. 08:42:05:12
ON THE SHUTTLES, YOU MENTIONED 08:42:05:27
SOME SCHOOLS HAVE SHUTTLES. 08:42:06:22
>> WHICH SCHOOLS ARE THOSE? 08:42:10:12
I DON'T HAVE A LIST IN FRONT OF 08:42:11:27
ME, BUT A LARGE NUMBER OF OUR 08:42:13:18
HIGH SCHOOLS RECEIVE SHUTTLE 08:42:16:00
BUS. 08:42:17:16
I BELIEVE AT LAST COUNT, THEY 08:42:20:00
HAD 17 DIFFERENT SHUTTLE BUSES 08:42:22:06
SERVING THAT SITE LAST YEAR. 08:42:25:21
A NUMBER OF OTHER SCHOOLS, 08:42:27:01
PARTICULARLY THE HIGH SCHOOLS, 08:42:28:09
ARE RECEIVING SHUTTLE BUS 08:42:29:09
SERVICE. 08:42:30:27
>> AND FOR WHAT ARABS WOULD THEY 08:42:31:04

BE-- I UNDERSTAND WHY WEST 08:42:33:03
ROXBURY WOULD, BUT WHY WOULD 08:42:35:09
OTHER SCHOOLS REQUIRE A SHUTTLE? 08:42:37:27
WHAT ARE THE REASONS? 08:42:39:15
>> THE CRITERIA THAT TYPICALLY 08:42:41:21
HAS BEEN USED-- AND PETER IS 08:42:43:15
GOING TO COME DOWN AND SPEAK IN 08:42:45:04
MORE DETAIL TO THIS-- BUT THE 08:42:46:15
CRITERIA THAT'S BEEN USED 08:42:48:25
OFTENTIMES IN THE PAST HAS 08:42:50:09
INVOLVED THE LENGTH OF TIME IT 08:42:51:24
WOULD TAKE STUDENTS TO GET TO 08:42:53:06
THAT SCHOOL, THE NUMBER OF 08:42:54:24
TRANSITIONS VIA PUBLIC 08:42:55:27
TRANSPORTATION, FOR EXAMPLE. 08:42:57:21
IN ADDITION TO OTHER SORT OF 08:42:58:16
COMPLICATIONS THAT WE WOULD NEED 08:43:01:27
TO CONSIDER THAT WOULD MAKE LIFE 08:43:02:27
DIFFICULT FOR THE STUDENT 08:43:05:06
GETTING TO THAT SCHOOL. 08:43:06:06
>> YEAH, THERE ARE THREE 08:43:07:03
DIFFERENT REASONS. 08:43:08:12
ONE, AS JOHN MENTIONED, WAS HOW 08:43:09:04
LONG IT WOULD TAKE. 08:43:11:06
THERE ARE SOME PLACES IN THE 08:43:12:18
CITY THAT YOU CAN'T GET FROM 08:43:13:21
HERE TO THERE IN TIME. 08:43:15:03
TYPICALLY, WE DON'T LET-- WE 08:43:17:09
MAKE ARRANGEMENTS IF STUDENTS 08:43:19:12
HAVE TO TAKE MORE THAN THREE 08:43:20:12
BUSES OR THREE CONNECTIONS. 08:43:21:27
THAT DOESN'T WORK WELL. 08:43:24:22
AND THEN WE SUPPLEMENT THE 08:43:25:25
M.B.T.A.'S SUPPLEMENTAL TRIPS. 08:43:28:19
THE M.B.T.A. RUNS 201 TRIPS FOR 08:43:31:27
US A DAY. 08:43:34:10
BUT THERE ARE LOCATIONS, LIKE 08:43:35:03
WITH B.L.A., WITH 1800 SKIDS 08:43:36:13
KIDS, WITH SO MANY KIDS GOING 08:43:39:07
THROUGH FOREST HILL STATION, 08:43:40:21
THEY RUN SERVICE TO B.L.A., AS 08:43:42:03
DO AWAY. 08:43:45:00
AND WE HAVE SEVERAL BUSS THAT GO 08:43:46:01
TO WEST ROXBURY, BECAUSE THERE'S 08:43:47:27
NOT SUFFICIENT CAPACITY. 08:43:50:21
AND WE ALSO HAVE SOME ODDBALL 08:43:52:00
STUFF THAT WOULD GO IN A 08:43:54:15
DIRECTION THAT NO "T" BUS WOULD 08:43:55:18
GO. 08:43:57:21
SO MOST OF THEM ARE DESIGNED 08:43:58:03
THAT WAY. 08:43:59:09
MOST OF THEM HAVE BEEN LONG 08:43:59:28
STANDING FOR QUITE A LONG TIME. 08:44:01:27
>> THANK YOU SO MUCH. 08:44:03:07

ON THE BUS DRIVERS, HOW MANY 08:44:04:03
TOOK THE SEVERANCE? 08:44:07:10
WHEN THERE WAS A REDUCTION IN 08:44:11:00
THE BUS-- 08:44:12:07
>> 22 OR 23. 08:44:13:15
I'M SORRY, I DON'T REMEMBER 08:44:14:21
EXACTLY WHAT IT WAS. 08:44:16:09
>> IT OF THE 15 THAT ARE 08:44:17:01
CURRENTLY SUSPENDED, WERE THEY 08:44:20:12
ALL SUSPENDED TOGETHER AS A 08:44:21:24
BUNCH OR WAS IT OVER-- SO WHAT'S 08:44:22:27
THE AVERAGE LENGTH OF THE 08:44:25:03
SUSPENSION OUT OF THIS GROUP OF 08:44:26:18
15? 08:44:28:09
>> 22 DAYS. 08:44:28:27
>> OKAY. 08:44:30:18
AND WITH THE CHARTER SCHOOL 08:44:31:28
STUDENTS, I'M REALLY INTERESTED 08:44:36:27
IN UNDERSTANDING HOW MANY 08:44:38:01
STUDENTS ARE GOING TO HOW MANY 08:44:40:06
DIFFERENT SCHOOLS. 08:44:41:27
HOW LONG THOSE TRIPS ARE. 08:44:44:18
HOW MUCH THAT'S COSTING. 08:44:47:00
HOW LONG THEY ARE IN TIME. 08:44:49:15
HOW FAR AWAY IN TERMS OF MILES. 08:44:51:00
LIKE, ALL OF THAT ANALYSIS, I'M 08:44:54:10
VERY MUCH INTERESTED IN SEEING 08:44:56:27
THAT. IF YOU COULD PROVIDE THAT, 08:44:58:00
THAT WOULD BE HELPFUL. 08:45:00:21
>> I CAN TELL YOU IT'S ROUGHLY 08:45:01:21
7400 STUDENTS RECEIVING 08:45:04:13
TRANSPORTATION TO 29 CHARTER 08:45:06:15
SCHOOLS. 08:45:07:18
THAT'S NOT ALL VIA YELLOW BUS. 08:45:08:06
AND I BELIEVE SOME OF THAT IS 08:45:10:24
THROUGH THE M.B.T.A. 08:45:12:06
BUT I DID MAKE A NOTE OF YOUR 08:45:13:04
COMMENT BEFORE ABOUT THEIR 08:45:15:28
AVERAGE LENGTH OF COMMUTE AND 08:45:18:00
HOW THAT DIFFERS FROM THE B.P.S. 08:45:19:21
AVERAGE. 08:45:21:15
WE'LL GET THAT TO YOU. 08:45:21:27
>> THAT WOULD BE REALLY HELPFUL. 08:45:22:24
AND THEN FINALLY, DO YOU KNOW IF 08:45:24:15
ANY OF OUR STUDENTS ARE USE, 08:45:28:00
BIKES TO GET TO SCHOOL? 08:45:30:09
ARE ANY-- DO ANY OF THE SCHOOLS 08:45:33:06
HAVE BIKE RACKS? 08:45:35:12
AND IS THE SCHOOL DEPARTMENT 08:45:36:15
WORKING WITH-- I DON'T KNOW-- 08:45:40:24
TRANSPORTATION AROUND PROTECTED 08:45:42:15
BIKE LANES? 08:45:44:03
>> WE WORK WITH PUBLIC WORKS 08:45:46:00
QUITE A BIT, PROTECTED BIKE 08:45:47:28

LANES ON A.D.A. BIKE RAMPS, THAT 08:45:51:16
COUNCILOR FLYNN MENTIONED 08:45:56:00
EARLIER, THAT WAS UNDERSCORED 08:45:57:15
HERE. 08:45:59:18
IN TERMS OF BIKE RACKS FOR 08:46:00:01
STUDENTS BIKING TO SCHOOL, I 08:46:01:27
DON'T HAVE INFORMATION ON HOW 08:46:03:00
MANY STUDENTS ARE DOING THAT. 08:46:04:07
I KNOW LAST SPRING WE HAD A 08:46:05:21
RIDERSHIP SURVEY ON HOW STUDENTS 08:46:07:06
WERE GETTING TO SCHOOL THROUGH 08:46:09:21
WHAT MEANS. 08:46:11:24
THAT WAS A SURVEY THAT WE 08:46:13:00
LAUNCHED DISTRICT-WIDE TO ALL 08:46:15:00
FAMILIES RELATED TO 08:46:17:06
TRANSPORTATION, RIDERSHIP, AND 08:46:18:06
SCHOOL START TIMES. 08:46:20:00
OF THAT SOMETHING WE UNVEILED 08:46:21:00
SHORTLY AFTER THE TIME THE 08:46:23:18
SURVEY TOOK PLACE. 08:46:26:15
>> I'M WONDERING IF ANY OF THE 08:46:28:18
WALKERS TAKE BIKES INSTEAD. 08:46:30:21
>> WE KNOW THAT THERE ARE SOME. 08:46:32:12
AND WE CAN GET THAT DATA TO YOU. 08:46:34:21
IN TERMS OF BIKE RACKS, WE KNOW 08:46:36:21
SEVERAL OF OUR SCHOOLS HAVE BIKE 08:46:38:21
RACKS. 08:46:40:19
I BELIEVE IT WAS THE CONNOLLY 08:46:41:00
SCHOOL IN ROSLINDALE THAT JUST 08:46:42:12
HAD A SORT OF BIKE RACK 08:46:45:00
CELEBRATION THIS PAST WEEK IN 08:46:46:18
HONOR OF SOMEBODY-- 08:46:48:06
>> I'VE NEVER GONE TO A BIKE 08:46:49:12
RACK CELEBRATION. 08:46:50:27
THAT MUST BE SOMETHING. 08:46:51:27
I'M SORRY, COUNCILOR, JANEY, BUT 08:46:53:21
LAST ONE. 08:46:56:12
>> LAST THING. 08:46:56:27
SO ON THE BIKES, HOW WE ENSURE 08:46:57:22
THAT STUDENTS, YOU KNOW, HAVE 08:46:59:21
THEIR HELMETS, THAT THEY ARE 08:47:01:06
RIDING SAFELY, THAT THEY-- IS 08:47:02:27
THERE EDUCATION THAT GOES ALONG 08:47:04:27
WITH THAT AS WELL? 08:47:06:10
SO IF WE'RE CELEBRATING BIKE 08:47:07:24
RACKS -- AND I HOPE THAT WE'RE 08:47:10:06
ALSO GIVING STUDENTS THE 08:47:12:03
INFORMATION THAT THEY NEED TO 08:47:13:19
MAKE SURE THAT THEY'RE BEING 08:47:14:22
SAFE DURING THE COMMUTE, NOT 08:47:16:00
JUST TO AND FROM SCHOOL, BUT 08:47:17:28
WHENEVER THEY RIDE. 08:47:20:10
DO YOU KNOW IF THAT'S HAPPENING 08:47:21:24
SCHOOL BY SCHOOL? 08:47:23:06

>> I CAN'T SPEAK TO THAT, 08:47:23:27
COUNCILOR, IN TERMS OF ANY 08:47:25:06
EDUCATION RELATED TO BIKING TO 08:47:27:00
AND FROM SCHOOL. 08:47:29:13
I THINK THAT MIGHT BE MORE OF A 08:47:30:10
SCHOOL-LEVEL PROGRAM THAT 08:47:31:27
CERTAIN SCHOOLS WOULD ENDEAVOR, 08:47:33:27
BASED ON THE NUMBER OF STUDENTS 08:47:37:00
THEY HAVE BIKE RIDING TO 08:47:38:22
SCHOOLS. 08:47:40:03
I WILL SAY WE ARE ACTIVELY 08:47:40:10
INVOLVED IN THE SAFE ROUTES TO 08:47:41:28
SCHOOL INITIATIVE, THAT'S MORE 08:47:45:03
OF A WALKING. 08:47:47:04
THOSE OF US IN THE LEADERSHIP GO 08:47:48:24
OUT AND JOIN WITH THE FAMILIES 08:47:50:03
AND STUDENTS IN WALK TO SCHOOL. 08:47:51:16
WE WORK WITH THE DISTRICT 08:47:53:18
WELLNESS COUNCIL, A MULTISECTOR 08:47:55:09
GROUP OF FOLKS TO REALLY PROMOTE 08:47:58:03
THIS ACROSS OUR SCHOOLS. 08:48:00:06
THAT'S MUCH MORE OF A WALKING 08:48:01:06
INITIATIVE THAN BIKE RIDING. 08:48:02:18
>> I DID THAT FOR THE ELLIS 08:48:04:01
SCHOOL, WHICH IS MY ELEMENTARY 08:48:05:21
SCHOOL. 08:48:07:09
I DID THAT EARLY THIS FALL, THAT 08:48:08:07
WAS GREAT EYE MEAN, THIS WINTER. 08:48:09:21
THANK YOU SO MUCH. 08:48:11:21
>> THANK YOU. 08:48:12:01
>> THANK YOU, COUNCILOR EDWARDS. 08:48:12:24
>>... I AM HOPEFUL MAYBE YOU'LL 08:48:14:24
BE AT THE TABLE TO HELP US FIX 08:48:19:10
THIS AND B.P.S. BEING IN 08:48:20:28
OPERATIONS. 08:48:22:19
BUT ONE OF THE THINGS, ONE OF 08:48:23:04
THE CONVERSATIONS I HAD RECENTLY 08:48:24:18
WAS ABOUT TEACHERS AND THEIR 08:48:25:22
ABLE TO ACTUALLY GET TO SCHOOL 08:48:27:00
AND PARK. 08:48:28:15
AND HAVING SPACES AT THE SCHOOLS 08:48:29:15
I KNOW, IN OUR DISTRICT, THEY'RE 08:48:31:24
VERY, VERY FAR, IN BETWEEN, AND 08:48:35:22
A LOT OF TEACHERS ARE ACTUALLY 08:48:37:21
LATE COMING INTO CLASS, AND IT'S 08:48:39:03
IMPACTING HOW THEY'RE ABLE TO 08:48:41:19
EDUCATE THEIR KIDS IF EVERY TWO 08:48:43:18
HOURS THEY'RE RUNNING OUT. 08:48:46:01
I'M WONDERING IF B.P.S., THEIR 08:48:47:04
OPERATIONS, IS THERE SOMETHING 08:48:48:27
YOU CAN BRING, WHEN WE SET TABLE 08:48:50:15
AGAIN, IS THERE SOME WAY WE CAN 08:48:52:09
DISCUSS TEACHER PARKING? 08:48:55:27
>> I WELCOME THAT CONVERSATION. 08:48:57:04

I WOULD LOVE TO HAVE THAT CONVERSATION. 08:48:59:01
I WOULD LOVE FOR YOU TO BE PART OF THAT CONVERSATION. 08:49:01:03
THIS IS A FRUSTRATING CONCERN FOR MANY OF OUR SCHOOLS ACROSS DISTRICTS. 08:49:01:15
I KNOW JUST THE TWO OF YOU ARE HERE RIGHT NOW. 08:49:04:06
WE'VE HAD SEVERAL CONVERSATIONS WITH CHARLESTOWN HIGH, NOTION OTHER PRINCIPALS AND HEADMASTERS IN YOUR DISTRICT. 08:49:04:24
WE TALKED TO ERIC AT THE GARDNER SCHOOL IN YOUR DISTRICT, COUNCILOR CIOMMO. 08:49:06:06
IT'S SOMETHING THAT IS REALLY BELEAGUERING A LOT OF OUR SCHOOLS. 08:49:08:00
WE NEED TO WORK MUCH MORE CLOSELY WITH THE OFFICE OF NEIGHBORHOOD SERVICES AND THE BOSTON TRANSPORTATION DEPARTMENT TO MAKE SURE WE CAN FIND A WAY-- BECAUSE THERE'S NOT TO BE A WAY-- TO ALLOW OUR TEACHERS TO HAVE PARKING ACCESS NEAR THE SCHOOLS. 08:49:08:27
I'M SURE YOU'RE AWARE OF THE SUCCESSFUL CONVERSATION OVER SOME TIME REGARDING THE EDWARDS SCHOOL PARKING LOT TO ENSURE THAT THE TEACHERS COULD PARK THERE. 08:49:11:03
BUT WE COULD ALSO SHARE SPACE WITH THE COMMUNITY IN A WAY THAT'S A WIN-WIN FOR EVERYBODY. AND WE SHOULD BE ABLE TO USE THAT AS SORT OF A PROOF POSTPONE THAT WE CAN MAKE THIS WORK. WE NOW HAVE TO DO IT ON OUR SIDE STREETS AND, YOU KNOW, THOSE PARKING LOCATIONS. 08:49:11:25
>> ALL RIGHT. 08:49:14:10
I LOOK FORWARD TO IT. AND I'LL FOLLOW UP. THANK YOU. 08:49:16:12
>> THANK YOU. 08:49:18:00
>> JUST BEFORE I LET YOU GO FOR THIS HEARING ANYWAY, I THINK I HEARD YOU SAY EARLIER, LAURA, THAT, YOU KNOW, THE HUB-AND-SPOKE MODEL IS BEARING FRUIT-- NO PUN INTENDED -- BUT 08:49:18:24
08:49:21:09
08:49:22:24
08:49:23:15
08:49:25:06
08:49:26:21
08:49:27:00
08:49:28:18
08:49:30:12
08:49:31:15
08:49:33:03
08:49:35:13
08:49:36:27
08:49:39:07
08:49:42:12
08:49:42:24
08:49:44:10
08:49:45:10
08:49:47:24
08:49:49:07
08:49:50:12
08:49:50:22
08:49:52:06
08:49:53:07
08:49:54:18
08:49:56:18
08:49:59:03
08:50:00:24
08:50:02:16
08:50:03:16
08:50:04:27
08:50:06:03
08:50:07:09
08:50:08:09
08:50:08:13
08:50:09:06
08:50:14:06
08:50:17:06
08:50:19:27
08:50:23:12
08:50:26:19

ALSO PROVIDING BETTER NUTRITION 08:50:28:21
AND MORE COST EFFECTIVE. 08:50:30:06
AND WE'RE STILL LOOKING INTO A 08:50:33:13
CENTRAL KITCHEN. 08:50:35:15
SO CAN YOU LET KIND OF-- 08:50:39:04
ELABORATE A LITTLE ON-- 08:50:42:19
>> SO THE-- WHEN WE FIRST 08:50:45:06
STARTED OUT THE HUB-AND-SPOKE 08:50:47:00
PROJECT, IT WAS AN OPPORTUNITY 08:50:49:03
TO SEE HOW COULD WE LOOK AT 08:50:50:03
EFFICIENT CAFETERIAS THAT COULD 08:50:52:22
PROVIDE MEALS TO LOCATIONS THAT 08:50:55:09
DO NOT. 08:50:57:09
THE TIME FRAME, WHEN WE WERE 08:50:58:22
DOING THE PILOT, WE ENDED UP 08:51:00:03
MEETING WITH ACTUALLY ADDRESSING 08:51:02:25
AND FIXING FACILITIES AT 08:51:05:01
KITCHENS THAT WERE SATELLITE 08:51:06:12
KITCHENS AND WERE NOW WHAT WE 08:51:07:24
CALL "FINISHING KITCHENS." 08:51:09:07
SO THEY COULD LITERALLY BE 08:51:11:00
STANDALONE KITCHENS BY 08:51:12:21
THEMSELVES. 08:51:14:16
SO NOW THEY HAVE MORE CAPACITY 08:51:15:01
TO DO THAT. 08:51:16:15
SO THERE'S ALWAYS BEEN 08:51:17:04
CONVERSATIONS, EVEN BEFORE WHEN 08:51:20:07
I FIRST STARTED, ABOUT A CENTRAL 08:51:21:10
KITCHEN. 08:51:23:13
TO ME MY QUESTION WAS, IT'S 08:51:24:04
GREAT. 08:51:25:24
WE CAN DO A CENTRAL KITCHEN. 08:51:26:09
IT WOULD BE POSSIBLE TO REOPEN 08:51:27:27
IT. 08:51:29:04
THERE WOULD BE ALL KINDS OF 08:51:29:15
LOGISTICS BUT THE END RESULT 08:51:30:22
WOULD BE THE SAME-- THERE WOULD 08:51:33:03
BE PREPLATED MEALS. 08:51:34:06
>> AND THAT WOULD BE THE HUB. 08:51:36:00
>> THE HUB. 08:51:37:00
NOW, INVOLVING THIS PILOT, IT 08:51:37:18
NOW HAS THE OPPORTUNITY THAT WE 08:51:39:10
ARE NOT ONLY INVOLVING THE FOOD 08:51:40:18
BUT ALSO THE WAY THE FOOD IS 08:51:42:22
RECEIVED AND PREPARED AND 08:51:44:07
SERVED. 08:51:45:12
SO THE EXPECTATION NOW IS TO 08:51:45:27
LOOK AT-- REUTILIZING NOT ONLY 08:51:47:15
OUR CENTRAL KITCHEN AS A HUB BUT 08:51:50:16
AS A DISTRIBUTION CENTER. 08:51:52:09
BECAUSE NOW-- THE GOAL WOULD BE 08:51:54:00
FOR EVERY KITCHEN, EVERY SCHOOL 08:51:55:21
TO BE A CAFETERIA. 08:51:57:12
AND WOULD NO LONGER BE A 08:51:58:27

DISTINCTION BETWEEN CAFETERIA 08:52:01:16
AND SATELLITE. 08:52:02:27
BUT UTILIZING THE CENTRAL 08:52:03:27
KITCHEN AS THE DISTRIBUTION 08:52:05:12
CENTER OR EVEN SOME SORT OF A 08:52:06:15
PREP CENTER, THAT WE WOULD BE 08:52:07:28
ABLE TO CUT DOWN OUR DELIVERY 08:52:10:09
COSTS BECAUSE-- OR THAT OUR 08:52:11:27
CURRENT VENDORS-- 08:52:16:27
>> DISTRIBUTION. 08:52:18:06
>> DISTRIBUTION. 08:52:18:15
IT WOULD BE MORE IN-HOUSE. 08:52:19:13
BUT I THINK IT WOULD BE MORE 08:52:21:03
INVITING TO OTHERS WHO WOULD 08:52:22:21
WANT TO BE ABLE TO PARTICIPATE 08:52:24:12
BECAUSE WE WON'T LAY OUT THAT 08:52:26:03
YOU NEED TO DELIVER TO 50 08:52:27:18
LOCATIONS OR 60 LOCATIONS. 08:52:28:28
NOW IT'S ONE LOCATION. 08:52:30:13
SO THAT'S THE GOAL, TO BE NOT 08:52:31:21
NECESSARILY A CENTRAL KITCHEN, 08:52:34:03
BUT MORE OF A 08:52:36:00
DISTRIBUTION/CENTRAL LOCATION SO 08:52:37:04
THAT WE CAN BE MORE COST 08:52:39:24
EFFECTIVE ACROSS THE DISTRICT. 08:52:41:15
>> JOHN, I JUST WANT TO THANK 08:52:42:21
YOU. 08:52:44:18
I KNOW WE HAVE THE ISSUE WITH 08:52:44:27
THE GARDNER IN REGARD TO THE 08:52:46:03
HUB-AND-SPOKE PROGRAM. 08:52:48:01
I WANT TO CONTINUE TO WORK WITH 08:52:49:27
YOU ON, YOU KNOW, LOOKING AT A 08:52:51:12
ROLL-OUT SOME TIME IN THE NEAR 08:52:54:03
FUTURE. 08:52:55:24
YOU KNOW, I HAVE SOME IDEAS. 08:52:57:10
THERE ARE SOME KITCHENS, LIKE 08:53:00:04
THE GARDNER MIGHT NOT BE THE 08:53:01:15
APPROPRIATE HUB, LET'S SAY, BUT 08:53:03:00
THERE ARE OTHER FACILITIES IN 08:53:05:12
THE NEIGHBORHOOD THAT MAY BE 08:53:06:15
THAT HUB AND CONTINUE TO ROLL IT 08:53:10:28
OUT IF IT DOES, IN FACT, SHOW 08:53:12:13
THAT A YOU IN RIGS, LESS WASTE, 08:53:14:13
MORE COST EFFECTIVE. 08:53:16:28
SO I WANT TO THANK YOU FOR 08:53:18:18
WORKING WITH ME ON THAT GARDNER 08:53:20:01
ISSUE RIGHT NOW. 08:53:22:15
AND I ALSO WANT TO ACKNOWLEDGE 08:53:23:07
THAT THE INFORMATION REQUEST 08:53:24:28
THAT WE GIVE YOU, WHICH IS QUITE 08:53:28:07
A LOT OF INFORMATION-- WE DID 08:53:31:19
RECEIVE SOME THIS MORNING, NOT 08:53:33:13
ALL OF MY COLLEAGUES MIGHT HAVE 08:53:35:09
RECEIVED IT. 08:53:36:15

BUT, YOU KNOW, AGAIN, I KNOW 08:53:37:12
IT'S, YOU KNOW-- IT'S A CONSTANT 08:53:38:27
REQUEST AND GIVE-AND-TAKE. 08:53:41:06
AND YOU GUYS HAVE PROVIDED US 08:53:43:28
THE LATEST INFORMATION I 08:53:48:09
REQUESTED, SO I JUST WANTED TO 08:53:49:18
GO ON RECORDS SAYING THANK YOU 08:53:51:21
FOR THAT. 08:53:53:12
AND WE WILL RECONVENE IN ABOUT 08:53:54:09
AN HOUR FOR THE SECOND PART OF 08:53:56:03
THE OPERATIONS HEARING. 08:53:57:15
THIS PART HEARING IS ADJOURNED. 08:53:58:15