

; 05/11/17 1:51 AM

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>> MY NAME IS MARK CIOMMO.

TODAY IS THURSDAY.

MAY 11th.

WE'RE HERE WITH MEMBERS OF THE
BOSTON PUBLIC SCHOOL DEPARTMENT.
WE HAVE DISCUSSION AROUND THE
MTBA BUS PROGRAM, BUS ROUTING,
DOCK ZONES, TRANSPORTING CHARTER
STUDENTS AND FOOD SERVICES.

ALL RELATED TO DOCKETS
0536-0538.

ORDERS FOR THE FISCAL YEAR 18
OPERATING BUDGET INCLUDING
ANNUAL APPROPRIATIONS FOR
DEPARTMENTAL OPERATIONS, ANNUAL
APPROPRIATION FOR THE SCHOOL
DEPARTMENT AND APPROPRIATION FOR
OTHER POST EMPLOYMENT BENEFITS.
DOCKETS 0539-0543, CAPITAL
BUDGET APPROPRIATIONS INCLUDING
LOAN ORDERS AND RECENT PURCHASE
AGREEMENTS.

I'D LIKE TO REMIND EVERYBODY
THIS IS A PUBLIC HEARING
BROADCAST ON RCN CHANNEL 82 AND
COMCAST CHANNEL 8.

I'D ASK EVERYBODY IN THE CHAMBER
TO SILENCE ANY ELECTRONIC
DEVICES.

AT THE CONCLUSION OF THE BPS
PRESENTATION AND QUESTIONS AND
ANSWERS, WE'LL TAKE PUBLIC
TESTIMONY.

WE HAVE A SIGN-IN SHEET.
TO MY LEFT BY THE DOOR.
WE ASK THAT YOU STATE YOUR NAME,
AFFILIATION AND RESIDENCE.

I HAVE A DOCUMENT FROM A
COLLEAGUE THAT CAN'T BE HERE
TODAY.

"DEAR COUNCILLOR CIOMMO, I'M
DISAPPOINTED HAVE A CONFLICT IN
MY SCHEDULE THAT WILL NOT ALLOW
ME TO ATTEND THE BPS SCHOOL
HEARING.

I WILL REVIEW THE TAPE AND
SUBMIT MY QUESTIONS WITH THE
SCHOOLS.

THE MTBA BUS PROGRAM, BUS
ROUTING, TRANSPORTING CHARTER

STUDENTS, FOOD SERVICES ARE ALL PROGRAMS THAT NEED TO BE ADDRESSED AS WELL.

RESPECTFULLY, COUNCILLOR TIM MCCARTHY, DISTRICT 5."

I'D LIKE TO RECOGNIZE THAT I'VE BEEN JOINED BY COUNCILLOR AYANA PRESLEY AND COUNCILLOR ESSAIBI-GEORGE TO MY LEFT.

WITH THAT, I'LL TURN IT OVER TO JOHN, ELEANOR FOR YOUR PRESENTATION.

THANK YOU.

>> GLAD TO BE HERE.

I'M JOHN HANLAN FROM BOSTON PUBLIC SCHOOLS.

>> I'M LAUREN BENEDITTI FROM FOOD SERVICES.

>> WE'RE ALL VERY EXCITED TO BE HERE.

WE'RE NOT HERE ALONG.

I'M PROUD OF THE SEVEN DEPARTMENTS I REPRESENT AND THE 2,000 PEOPLE THAT WORK WITHIN THOSE DEPARTMENTS.

THOSE DEPARTMENTS BEING TRANSPORTATION, FOOD NUTRITION SERVICES, FACILITIES MANAGEMENT, PLANNING AND ENGINEERING, SAFETY AND GENERAL OPERATIONS.

MANY PEOPLE FROM THOSE DEPARTMENTS ARE HERE TO ANSWER QUESTIONS.

WE'RE CALLING ON THOSE FOLKS RIGHT NOW.

WE HAVE KIM FROM THE SAFETY SERVICES, MARK AND DEB FROM FOOD AND NUTRITION SERVICES.

MARK IS HERE, THE HEAD OF THE OFFICE OF INFORMATIONAL INSTRUCTION OF TECHNOLOGY.

MIKE AND DELL AND PETER FROM TRANSPORTATION.

WE HAVE THE OPERATIONAL SUPERINTENDENT, DAVID BLOOM FROM FINANCE AND OUR STRATEGIC PROJECT MANAGER.

THANKS FOR BEING HERE.

AND THE LAST THING I'LL SAY BEFORE WE KICK IN, WE'RE VERY, VERY PROUD OF THE MOMENTUM THAT WE BUILT OVER THE LAST YEAR.

I STEPPED INTO THIS ROLE LAST SUMMER.

I'M EXCITED ABOUT THE DIRECTION WE'RE TAKING THE DEPARTMENTS. THE DEPARTMENT HEADS WORK WITH ME EVERY DAY, THAT WE'RE IN THE BRINK OF TRANSFORMATIONAL CHANGE FROM THE DISTRICT.

WE HOPE TO HAVE THAT ENCOURAGEMENT FROM THE COUNCIL TODAY.

MOVING ON, THE AGENDA TOUCHES ON SOME OF THE MATTERS THAT YOU MENTIONED IN YOUR -- THERE WE GO.

LET'S MOVE ON.

THE AGENDA TOUCHES ON A FEW OF THE ITEMS YOU MENTIONED, COUNCILLOR CIOMMO.

WE'LL START WITH BPS TRANSPORTATION BY DOING AN OVERVIEW OF THE DEPARTMENT AND FOLLOWED BY A DEEPER DIVE INTO THE FY-18 BUDGET REQUEST.

LAURA IS HERE FOR FOOD AND NUTRITION.

SHE WILL WALK US THROUGH AN OVERVIEW OF THAT DEPARTMENT. FOR THE COLOR'S BENEFIT, WE HAVE LENGTHY APPENDICES.

WE'RE HAPPY TO ANSWER ANY QUESTIONS THAT DUE TO COME UP. FOR TRANSPORTATION, AS YOU CAN SEE HERE, RIDERSHIP HAS DECREASED OVER TIME DUE LARGELY TO THE MOVE TOWARD HOME-BASED ASSIGNMENTS A FEW YEARS AGO. IN ADDITION TO THAT, WE STARTED ALLOWING SEVENTH AND EIGHTH GRADERS TO RIDE TO SCHOOL ON MTBA.

THOSE MOVES HAVE LED TO A DRAMATIC INCREASE DUE TO RIDERS OVER TIME.

IT'S VERY IMPORTANT TO NOTE THE OVERALL GROWTH THAT WE SEE WITHIN THE INDIVIDUAL SECTORS OF RIDERS DURING THAT TIME.

AS YOU CAN SEE HERE, THE CHARTER SECTOR HAS GROWN BY MORE THAN 50%.

THE DOOR-TO-DOOR POPULATION OF BOSTON PUBLIC SCHOOLS, THOSE ARE THOSE STUDENTS THAT RECEIVE DOOR-TO-DOOR ACCOMMODATIONS.

THAT'S GROWN BY 40%.

BPS CORNER PERCENTAGES HAVE DROPPED QUITE A BIT, AS YOU CAN SEE.

WHEN THE OTHER SECTORS HAVE GROWN, IT'S VERY HARD TO ACTUALLY REDUCE THE NUMBER OF ROUTES OR REDUCE COSTS. THAT'S ONE OF THE REALITIES THAT WE'RE DEALING WITH HERE.

THE NUMBER OF ROUTES HAS STAYED FLAT IN RECENT YEARS ALLOW COSTS TO GO UP ALTHOUGH RIDERSHIP HAS GONE DOWN.

THE NEXT SLIDE AS MENTIONED, COSTS HAVE GONE UP DESPITE A DECREASE IN RIDERS.

HERE'S ANOTHER REASON WHY. AS YOU CAN SEE WITH THIS CHART, GO TO THE FAR BOTTOM LEFT OF THE GRAPH.

ROUGHLY 1% OF OUR STUDENTS ACCOUNT FOR 10% OF OUR TOTAL COSTS.

ROUGHLY 11% OF OUR STUDENTS ACCOUNT FOR 50% OF OUR COSTS. WHAT THIS MEANS, WE HAVE SOME RIDERS WITHIN OUR SYSTEM THAT ARE MORE EXPENSIVE THAN MANY OTHERS.

IF YOU LOOK TO THE NEXT DOTTED LINE, YOU CAN SEE THAT ABOUT 33% OF OUR STUDENTS ACCOUNT FOR 80% OF THE COSTS.

CONVERSELY, 20% OF OUR COSTS ARE MADE UP BY 2/3s OF OUR STUDENTS. SO WE CAN TRY TO MAKE CHANGE AND WE CAN TRY TO PUSH FOR SAVINGS. WE'RE GOING TO PROPOSE SOME INITIATIVES IN THE PRESENTATION TODAY THAT WILL BE BENEFICIAL TO US IN OUR ATTEMPTS TO CREATE SAVINGS FOR THE DISTRICT.

UNTIL WE'RE ABLE TO MAKE SOME BOLD DECISIONS AND BOLD MOVES THAT MIGHT ALLOW US TO ADDRESS THE MORE EXPENSIVE ISSUES THAT HAPPEN WITHIN TRANSPORTATION, WE'RE OPERATING UNDER MARGINS, UNFORTUNATELY.

THE LAST THING I'LL SAY ABOUT THIS SLIDE BEFORE MOVING FORWARD IS AS ELEANOR HAD MENTIONED DURING THE BUDGET OVERVIEW HEARING TWO WEEKS AGO, THE

TRANSPORTATION LINE WITHIN
BOSTON PUBLIC SCHOOLS ABSOLUTELY
REPRESENTS THE EQUITY LINE.

WE IN BOSTON PUBLIC SCHOOLS HAVE
A DRAMATIC LEVEL OF SCHOOL
CHOICE THAT WE BELIEVE WHOLE
HEARTEDLY IN.

WE HAVE ONE OF THE HIGHEST RATES
OF SPECIAL EDUCATION ASSIGNMENTS
IN THE COUNTRY.

WE ALSO HAVE TWO DIFFERENT
ASSIGNMENT SYSTEMS THAT ARE IN
OPERATION RIGHT NOW BECAUSE WE
CONTINUE TO OPERATE UNDER A
GRANDFATHERING SYSTEM WITH OUR
OLD TRANSPORTATION OR SCHOOL
ASSIGNMENT PLAN.

WE UNDERSTAND THAT THERE ARE
SPECIALIZED PROGRAMS AND
LOCATIONS AROUND THE CITY THAT
ARE RELATIVELY REMOTE AND YET WE
NEED TO SEND OUR STUDENTS THERE.
BY ALL MEANS, TRANSPORTATION IS
OUR VEHICLE TO ACHIEVE EQUITY.
SO STUDENTS ACROSS THE DISTRICT
CAN HAVE ACCESS TO THE SAME
LEVEL OF EDUCATION NO MATTER
WHAT THEIR NEEDS MIGHT BE.

MOVING ON.

HERE'S ANOTHER DEEPER LOOK AT
HOW RIDERSHIP AND COSTS RELATE
TO ONE ANOTHER.

ON THE LEFT-HAND SIDE, YOU CAN
SEE OUR NUMBER OF TRANSPORTED
STUDENTS PER CATEGORY.

THE RIGHT-HAND SIDE, YOU CAN SEE
THE PERCENTAGE OF TOTAL COSTS
THAT THOSE STUDENTS REPRESENT.

THE BPS CORNER TO CORNER
STUDENTS, THOSE STUDENTS THAT
ARE PICKED UP AT TYPICAL BUS
STOPS ON STREET CORNERS, THEY'RE
36% OF OUR RIDERS AND 36% 0 OUR
COSTS.

BPS DOOR-TO-DOOR STUDENTS, 11%
OF OUR RIDERS, BUT ALMOST 40% OF
TOTAL COSTS.

CHARTER STUDENTS STUDENTS ARE
11% OF RIDERS.

PRIVATE EDUCATION PLACEMENTS, A
NEGLIGIBLE AMOUNT OF STUDENTS
AND 7% OF OUR TOTAL COSTS OF
MORE THAN \$7 MILLION.

CONVERSELY, TO HIGHLIGHT ONE

THAT GOES IN THE OPPOSITE DIRECTION, SO TO SPEAK, OUR BPS MBTA STUDENTS REPRESENT 36% OF OUR TOTAL FOR TRANSPORTED STUDENTS.

ONLY 4% OF OUR TOTAL COSTS.

THIS NEXT SLIDE, HOW COSTS CAN GO UP DESPITE A DECREASE IN RIDERS.

YOU CAN SEE THE NUMBER OF STOPS ACROSS THE SYSTEM HAS INCREASED, ESPECIALLY AMONG DOOR-TO-DOOR STUDENTS.

BECAUSE ROUTES DRIVE COSTS AND WHEN YOU HAVE AN INCREASE IN STOPS, IT'S HARD TO PRODUCE THE NUMBER OF ROUTES.

THE LAST THING I'LL SAY ON THIS BEFORE MOVING INTO A DEEPER DIVE IN THE BUDGET, I WANT TO BE CLEAR ALTHOUGH WE TALK OPENLY IN THE HEARING LIKE THIS ABOUT THE FACT THAT WE DO HAVE SOME RIDERS THAT ARE MAYBE MORE EXPENSIVE THAN OTHERS, WE'RE VERY, VERY PROUD OF OUR ABILITY TO ACCOMMODATE ALL RIDERS ACROSS THE SYSTEM NO MATTER WHETHER THEY ARE DOOR-TO-DOOR STUDENTS WITHIN BOSTON PUBLIC SCHOOLS OR THEY NEED A PLACEMENT OUTSIDE OF THE DISTRICT OR THEY'RE CHARTER SCHOOL STUDENTS OR WHAT HAVE YOU.

WE'RE HAPPY TO WORK WITH THOSE SCHOOLS AND THOSE COMMUNITIES. WE'RE CALLING OUT THE FACT THAT THIS -- THESE MATTERS DO HAVE COST IMPLICATIONS.

MOVING ON.

THE NEXT FEW SLIDES WILL ALLOW FOR A DEEPER DIVE INTO THE FY 18 BUDGET REQUESTS WITH HISTORICAL DATA AS WELL.

YOU'VE HEARD MUCH OF THIS BEFORE.

THE BPS TRANSPORTATION BUDGET IS ONE OF THE HIGHEST IN THE NATION.

IT REPRESENTS 10% OF THE DISTRICT BUDGET.

OUR REQUEST OF \$116 MILLION IS ALMOST EXACTLY 10% OF THE TOTAL DISTRICT BUDGET REQUEST.

BECAUSE OF THESE FACTS, PEOPLE OFTEN ASSUME THAT THE BUDGET IS TOO HIGH.

PEOPLE OFTEN ASSUME THERE'S WASTE IN THE SYSTEM.

THAT THERE'S GOT TO BE A WAY TO BE ABLE TO REDUCE COSTS.

WE BELIEVE THAT THERE ARE WAYS TO REDUCE COSTS.

WE'RE GOING TO TALK ABOUT THAT LATER.

I WANT TO COME BACK TO THE POINTS THAT WE RAISED BEFORE.

BECAUSE OF THE FACT THAT WE DO HAVE AN EXTREMELY HIGH LEVEL OF SCHOOL CHOICE AND BECAUSE OF THE FACT THAT WE HAVE A HIGH LEVEL OF SPECIAL EDUCATION PLACEMENT AND PRIVATE OUT OF SCHOOL PLACEMENT BECAUSE STAY LAWS MAKE US REQUIRE TRANSPORTATION FOR PRIVATE SCHOOLS AND ON AND ON, IT'S VERY EASY TO IMAGINE THAT YOU KNOW WHAT?

IT IS A HIGH PERCENTAGE OF OUR DISTRICT BUDGET, BUT THERE'S A LOT OF FACTORS THERE BEYOND OUR CONTROL.

THAT SAID, AS I'LL TALK ABOUT LATER, THERE'S THINGS WITHIN OUR CONTROL THAT WE'RE GOING TO TACKLE HEAD ON THAT WE CAN TRY TO BE BOLD ABOUT THAT HOPEFULLY WILL BRING ABOUT CHANGE.

THIS NEXT SLIDE HERE, I WANT TO ORIENT YOU TO THIS.

THIS SHOWS THAT OUR FY 18 BUDGET REPRESENTS A \$18 MILLION INCREASE.

IT REPRESENTS THE CHANGES THAT HAPPENED ALONG THE WAY FROM LAST YEAR'S BUDGET TILL NOW SO THE COUNCIL CAN SEE HOW WE'RE GOING TO A \$116 MILLION REQUEST.

LAST YEAR, OUR BUDGET WAS \$108 MILLION.

THERE WERE 1.6 MILLION IN COSTS THAT WERE ACTUALLY ADDED TO OUR EXPENDITURES TO THE YEAR.

THE STARTING POINT WENT UP TO 109.6.

THERE WERE SAVINGS THAT WERE NOT ACHIEVED.

AS HAS BEEN DISCUSSED BEFORE,

THE DISTRICT PROPOSED A \$10 MILLION SAVINGS LAST YEAR WHICH WE FOUND TO BE A LITTLE TOO AGGRESSIVE, QUITE FRANKLY. VERY PROUD OF THE FACT THAT WE'RE ABLE TO SAVE ABOUT \$4.5 MILLION, IF NOT MORE, THROUGH KEY INITIATIVES LIKE STOP REDUCTION AND WORKING CLOSELY THROUGH OUR CONTRACTOR TO REDUCE SUPPORT BUDGETS. REDUCING EFFICIENCY RATES OF BUST -- BUS DISTANCES. UNFORTUNATELY, SOME WENT IN THE OPPOSITE DIRECTION. WE SAVED \$4.5 JUST ON TRIP REDUCTIONS ALONE IN TERMS OF REDUCING THE NUMBERS OF TRIPS IN THE SYSTEM. UNFORTUNATELY OVERTIME, TRIPS HAD TO BE ADDED BACK IN DUE TO PRIVATE OUT OF SCHOOL SPECIAL EDUCATION PLACEMENT OR SOME ROUTES WEREN'T PERFORMING AS WELL AS WE LIKED. WE HAD TO ADD TRIPS ON TO THE SYSTEM. THAT THEN TOOK DOWN THE NUMBER OF SAVINGS THAT WE WERE ABLE TO ACHIEVE. HOWEVER, AS WE'LL TALK ABOUT LATER, WE'RE NOW THINKING OF THE \$10 MILLION GOAL AS A TWO-YEAR PLAN. WERE ABLE TO, AS I SAID BEFORE, ACHIEVE HALF OF THAT IN 2017 AND LOOK FORWARD TO ACHIEVING REMAINDER IN FY-18. THE NEXT BAR, THE UNANTICIPATED COSTS. CALL OUT A FEW THINGS HERE. A FEW THINGS BEYOND OUR CONTROL. WE HAD OVERRUNS WITHIN THE YELLOW BUS HOURS OF SERVICE. HOWEVER, WE HAD AN OVERAGE IN HEALTH INSURANCE THAT WAS OUT OF CONTROL. OUR COSTS SKYROCKETED. WE ALSO HAD AN INCREASE IN THE COST OF TRANSPORTING STUDENTS HOMELESS OR IN TRANSITION DUE TO THE CHANGE IN LEGISLATION THAT REQUIRES US TO NOW PROVIDE THE SAME LEVEL OF TRANSPORTATION

SERVICE TO STUDENTS OVER THE COURSE OF A WHOLE SCHOOL YEAR RATHER THAN JUST FOR 90 DAYS AFTER THEIR PLACEMENT OUT OF THE SYSTEM.

THAT LED TO MORE THAN A MILLION IN INCREASE COSTS.

ALSO HAVE AN INCREASE IN FUEL COSTS OF \$700,000.

THE NEXT BAR REPRESENTS ANNUAL COST INCREASES FOR FY-18.

THAT AMOUNTS TO JUST MAINTENANCE COSTS.

THE COST OF DOING BUSINESS.

THE FACT THAT THOSE COSTS ARE GOING UP.

A FEW THINGS TO CALL OUT THERE. SOME OF THAT IS THE INFLATION OF OUR CONTRACT FOR YELLOW BUS SERVICE.

THAT'S AN EXPECTED 5% INCREASE. MBTA PASS COSTS, AN INCREASE OF \$50,000.

THROUGH THE COST OF DOING BUSINESS, OUR BUDGET WILL GO UP SOME LEVEL EVERY YEAR DUE TO MAINTENANCE.

THE GREEN BAR REPRESENTS EXPECTED SAVINGS THAT I'LL TALK ABOUT THAT WE'RE CONFIDENT WE CAN ACHIEVE THIS YEAR.

THAT LEAVES US WITH A ROUGHLY \$116 MILLION TOTAL COST FOR THE FY-18 BUDGET.

I WON'T SPEND MUCH TIME HERE.

I WANT TO CALL OUT A COUPLE THINGS, THIS IS A BREAKDOWN OF OUR FY-18 BUDGET.

80% OF THE BUDGET IS SPENT ON THE YELLOW BUS SERVICE.

THE REMAINDER IS ON MBTA PASSES AND ADMIN PASSES AND OFFICE EXPENSES.

YOU CAN SEE THAT THE MAJORITY OF THIS OR HALF OF OUR TOTAL COSTS IS ON DRIVER WAGES AND BENEFITS. THIS NEXT SLIDE HERE OUTLINES SOME KEY INITIATIVES THAT WE'RE WORKING ON RIGHT NOW THAT WE'RE CONFIDENT WILL YIELD SAVINGS FOR THE DISTRICT AS WE TRY TO ACHIEVE OUR GOAL FOR COST REDUCTIONS IN FY-18.

IF YOU'D ALLOW ME, I'D LIKE TO

SPEND SOME TIME ON THESE.
THERE'S A LARGE GROUP ORIENTED
AROUND SYSTEM EFFICIENCIES.
GOING THROUGH THOSE ONE BY ONE.
WE'RE PLANNING ON BEING MUCH
SMARTER AND MORE COMPREHENSIVE
AND STRATEGIC IN HOW WE ATTEMPT
TO REDUCE THE NUMBER OF STUDENTS
THAT NEVER RIDE THE BUS.
WE'RE JUST IN THE PROCESS NOW OF
TAKING BUS ATTENDANCE IN THE
SCHOOL THAT THE DISTRICT HAS NOT
DONE IN MANY YEARS SO WE CAN SEE
HOW LARGE THIS PROBLEM OF
NONROUTED RIDERS IS.
FROM THERE, WE'LL ASK PARENTS TO
TELL US VERY CLEARLY WHETHER
THEY OPT IN OR OPT OUT OF
TRANSPORTATION AND WE'LL GO FROM
THERE.
AGAIN, IN A WAY WE HAVE NEVER
DONE BEFORE, TO SIGNIFICANTLY
REDUCE THE NUMBER OF STUDENTS
OCCUPYING SEATS ON BUSES BUT NOT
ACTUALLY RIDING THEM.
WE'RE WORKING TO REDUCE THE
NUMBER OF BUS STOPS BY
CONSOLIDATING STOPS ACROSS THE
DISTRICT WHERE POSSIBLE, THIS
MIGHT LEAD TO SOME STUDENTS
WALKING FURTHER TO BUS STOPS BY
BUT BY NO MEANS WALKING IN
DANGEROUS AREAS OR PUTTING
THEMSELVES AT RISK.
THE THIRD IS THAT WE PLAN TO
SHARE DROP-OFFS AND PICKUPS MORE
THAN IN THE PAST.
THERE'S ONE PILOT SCENARIO THAT
WE'RE LOOKING AT IN EAST BOSTON
THAT WE'LL BE COMBINING THE
BUSES WITH THE OTTIS AND PATRICK
J. KENNEDY SCHOOLS.
THAT WILL ALLOW US TO SAVE
BUSES.
SOMETIMES THAT IS CALLED LINKING
OR CLICKING BUSES.
WE'RE LOOKING FORWARD TO THE
RESULTS OF THAT WE KNOW THAT
THAT SCENARIO WILL NOT WORK IN
THE VAST MAJORITY OF SCHOOLS
ACROSS THE DISTRICT, EVEN THOSE
CLOSE TO EACH OTHER.
WE WANT TO EXPERIMENT WITH IT
WHEREVER POSSIBLE.

WE'RE WORKING WITH THE SPECIAL EDUCATION DEPARTMENT. WE WANT TO MAKE SURE TRANS IMPORTANT IS CONSISTENTLY ASSIGNED AND INCREASING OPTIONS FOR FAMILIES IN THE IEP PROCESS. THE NATURE OF AN IEP, TO MAKE SURE STUDENTS ARE ACCOMMODATED. RIGHT NOW, THE STUDENTS THAT RECEIVE TRANSPORTATION ACCOMMODATIONS THROUGH AN IEP OR 504 CAN ONLY BE GRANTED TRANSPORTATION THAT PICKS UP AT THE DOOR.

WE'RE WORKING WITH THE SPECIAL EDUCATION DEPARTMENT TO CHANGE THAT SO STUDENTS CAN GET AN ACCOMMODATION THAT ALLOWS THEM TO GO TO A CORNER BUS STOP. THAT'S LEAST RESTRICTIVE. LASTLY AS HAS BEN MENTIONED BEFORE, WE'RE EXPLORING HOW TO BALANCE START TIMES THROUGH THE TRANSPORTATION CHALLENGE. THE LAST TWO THINGS HERE IS A VERY I THINK SMART TACTICAL APPROACH TO COST SHARING.

WE'LL PARTNER WITH LOCAL DISTRICTS TO ALLEVIATE THE COST OF PRIVATE OUT OF DISTRICT SPECIAL EDUCATION ASSIGNMENTS. SUBURBING THAT TRANSPORT STUDENTS TO THE SAME FACILITY WE DO.

WE'RE LOOKING TO PARTNER WITH THOSE DISTRICTS TO REDUCE COSTS FOR BPS.

LASTLY AS HAS BEN MENTIONED, WE'RE IN THE PROCESS OF A VERY EXCITING TRANSPORTATION CHALLENGE THAT WE LAUNCHED APRIL 1.

WE'RE IN THE EVALUATION PROCESS. WE RECEIVED EXTREMELY PROMISES PROPOSALS FOR THOSE IN THE CHALLENGE.

THIS MORNING, OUR TEAM PRECEPTED AT NORTHEASTERN UNIVERSITY. THEY HAVE A CLASS OF GRADUATE STUDENTS TACKLING THIS PROBLEM HEAD ON.

WE'RE WORKING WITH BOSTON UNIVERSITY AS WE WOULD LIKE IT TO BECOME PART OF THEIR

CURRICULUM AS WELL.
SOME OF THE BRAIN POWER IS
SECOND TO NONE ACROSS THE
COUNTRY AND EXCITED TO BRING THE
RESULTS OF THAT IN THE NEXT FEW
MONTHS.

LAST SLIDE ON TRANSPORTATION.
CURRENTLY WE TRANSPORT 2,400
STUDENTS.

UP FROM 253 IN FY-16.

THAT LED TO THE COST OVERRIGHT
THIS PAST YEAR.

STUDENTS ARE ELIGIBLE IN
TRANSPORTATION IF THEY'RE IN OUR
SERVICE THROUGHOUT THE YEAR.

IT'S A LONGER DURATION OF TIME
THAN GRANTED IN THE PAST.

WE'RE PROUD TO OFFER THIS
SERVICE AND WE KNOW THERE'S WAYS
THAT WE CONTINUE TO IMPROVE THIS
SERVICE TO MAKE SURE THAT THESE
STUDENTS DO NOT FALL THROUGH THE
CRACKS AND WE'RE SERVING THEM TO
THE BEST OF OUR ABILITY.

I'D LIKE TO KICK IT OVER TO
LAURA NOW FROM FOOD AND BEVERAGE
SERVICES.

>> WE'VE BEEN JOINED BY ANDREA
CAMPBELL AND DISTRICT CITY
COUNCILLOR TITO JACKSON.

THANK YOU.

>> THANK YOU FOR THE OPPORTUNITY
TO REPRESENT BPS AND OVER 56,000
STUDENTS THAT WE HAVE THE
PLEASURE AND OPPORTUNITY TO
PROVIDE NUTRITIOUS MEALS TO THEM
EVERY DAY.

I'M LAURA, THE DIRECTOR OF FOOD
AND NUTRITION SERVICES FOR BPS.
OVER THE LAST DECADE, FOOD AND
NUTRITION HAS STRUGGLED ON THE
BUDGET.

THAT COMES WITH A LOT OF
CHALLENGES OF HOW TO PROVIDE
HIGH QUALITY FOOD, LOCAL FOOD
WITH THE BUDGET OF \$1.43 AND
MAKING SURE WE HAVE THE PROPER
LABOR AND EQUIPMENT TO MEET THAT
GOAL.

WE'RE A COMMUNITY PROVISION
DISTRICT.

THAT ALLOWS OUR STUDENTS TO EAT
AT NO COST ACROSS THE DISTRICT.
HOWEVER, IT CREATES -- THERE'S

CONSISTENCIES WITH OUR PARTICIPATION. THIS PROGRAM IS A WONDERFUL PROGRAM, BUT IT'S A PROGRAM WE MUST APPLY FOR EVERY FOUR YEARS. CURRENTLY OUR -- WE'RE IN OUR FOURTH YEAR. SO WE'RE IN APPLICATIONS AND REVIEW RIGHT NOW. OF COURSE, THERE'S SOME THINGS TO TAKE INTO CONSIDERATION, OUR FACILITIES. 75% OF OUR FACILITIES DOES HAVE REAL KITCHENS. THEY HAVE HEATING OVENS AND REFRIGERATION AND RECEIVERS. IF THEY RECEIVE FROZEN FOOD THAT REQUIRE REHEATING IN PLASTIC WRAPS. OUR GOAL IS TO ALWAYS BE SELF-SUSTAINING AND BECAUSE WE'RE BASED ON FEDERAL REIMBURSEMENT AND NOT TO USE GENERAL FUNDS. OUR REVENUE AND SHORTFALLS IN THE PAST WILL BE COVERED -- AND OUR COST OVER RUNS HAVE BEEN COVERED. SO I CAN'T STRESS ENOUGH HOW IT IS AND OVERALL CHALLENGE TO PROVIDING HIGH QUALITY FOODS THAT OUR CHILDREN WANT AND APPEALING TO THEM WITHIN BUDGET FOR OUR STUDENTS HERE IN BOSTON. WE PLAY A VERY IMPORTANT ROLE IN OUR STUDENTS DAY. OUR CHILDREN SPEND MORE THAN HALF OF THEIR WAKING TIME IN SCHOOLS. THEY CONSUME 30 TO 50% OF FOOD INTAKE IN OUR SCHOOLS. IT'S A WONDERFUL OPPORTUNITY FOR ME AND MY TEAM TO CREATE THAT HEALTHY WELCOMING ENVIRONMENT FOR THAT. NUMBER 1, WE WANT TO BE FISCALLY SUSTAINABLE. NUMBER 2, DECREASE WASTE AND BUILD A CULTURE WITHIN. WITHIN BOSTON PUBLIC SCHOOLS AND WITH OUR PARENTS AND STUDENTS. TO BE FISCALLY SUSTAINABLE, IT COMES DOWN TO INCREASING MEAL PARTICIPATION.

OUR REVENUE IS BUILT ON EVERY MEAL THAT WE SERVE TO OUR STUDENTS.

WITH THAT MEAL COMES A LOT OF WORK IN MAKING SURE THAT IT'S APPEALING.

THE FOOD IS OF GOOD QUALITY, EXCELLENT QUALITY, THAT THE PRESENTATION IS THERE, THAT THE CUSTOMER SERVICE IS THERE.

OUR CHILDREN EAT WITH THEIR EYES AS WE DO AS ADULTS.

AN OPPORTUNITY TO SEE HOW CAN WE MEET THAT GAP OF MAKING SURE THAT WE ARE ACCOMMODATING TO WHAT THEIR NEEDS ARE BECAUSE THAT'S HOW WE'RE MEASURES. WE'RE INCREASING OUR MEAL

PARTICIPATION.

WE'RE SHOWING A NET LOSS OF \$170,000.

THAT'S THE BEST WE'VE HAD IN 13 YEARS.

I WANT TO MAKE SURE WITH THE FOCUS OF THESE FOUR GOALS, THAT'S WHAT WE'RE SEEING.

DECREASING WASTE IS ABOUT IMPLEMENTING MORE PRODUCTION.

DECREASE OVERORDERING BY 5%.

SO WE'RE WORKING WITH OUR TEAM AND LOOKING AT WHAT WE CAN DO WITHIN OUR CURRENT ENVIRONMENT, HOW CAN WE WORK WITH OUR STAFF TO MAKE SURE WE'RE ORDERING ACCURATELY SO WE'RE NOT WASTING THE FOOD AND PART OF THAT ALSO IS ABOUT FOCUSING ON THE FOOD THAT WE'RE SERVING TO THE CHILDREN SO IT'S APPEALING AND NOT GOING INTO THE TRASH CANS.

WHAT WE SAY IN FOOD SERVICE, WE WANT HEALTHY KIDS, NOT HEALTHY TRASH CANS.

INCREASING TECHNOLOGY.

UTILIZING DATA TO TRACK PROGRESS.

FOR THE FIRST TIME THIS YEAR, ALL SCHOOLS ARE SUBMITTING MONTHLY INVENTORIES, WHICH WE USE THAT INFORMATION TO SEE WHERE WE'RE AT AND WHERE EACH SCHOOL IS AT.

WE WANT TO MAKE SURE THAT OUR

STAFF HAS FELT LIKE AND TREATED AS SMALL BUSINESS OWNERS. EACH CAFETERIA BELONGS TO THEM. PROVIDING INFORMATION OF WHAT THEIR FOOD COSTS IS, WHAT THEIR LABOR COSTS ARE, WHAT INVENTORY LEVELS ARE, WE CAN GIVE INFORMATION TO HELP CONTROL THAT GIVING THEM THAT AUTONOMY AND THAT INFORMATION HELPS AS WE'VE SEEN A DECREASE IN 8% IN OUR INVENTORY LEVELS. ABOVE ALL, BUILDING OUR CULTURE IS IMPORTANT. IT'S IMPORTANT BECAUSE IT REPRESENTS HOW WE'RE VIEWED WITHIN BOSTON PUBLIC SCHOOLS AND OUT IN THE COMMUNITY. AND IT'S AN OPPORTUNITY FOR ME AS WHEN I GO OUT AND I VISIT SCHOOLS, IT'S RECOGNIZING ALL OF OUR STAFF, ALL THE FUN WORK THAT THEY'VE DONE. IN THE PAST YEAR, WE ENDED UP SERVING 11.5 MILLION MEALS. I SAY TO THE TEAM. I DIDN'T DO THAT. THE CENTRAL OFFICE DIDN'T DO THAT. THE WORK FORCE IN THE FIELD DID THAT. THEY'RE MAKING SURE THAT THE FOOD IS ORDERED, SERVED, THE FOOD IS PREPARED AND SERVED AND MAKING SURE THAT A CHILD IS NOT GOING WITHOUT ANYTHING. SO THAT'S ABOUT EMPLOYEE RECOGNITION AND ALSO GIVING THEM THE TOOLS LIKE PROFESSIONAL STANDARDS SO THAT THEY ARE ABLE TO HAVE TRAINING AND INFORMATION TO BE ABLE TO ANSWER QUESTIONS OF THINGS THAT ARE HAPPENING IN FOOD SERVICES IN REGARDS TO REGULATIONS OR TARGET SODIUM LEVELS AND BEING INFORMED FOR THEIR STUDENTS AND COMMUNITY. AGAIN, PART OF THAT IS BUILDING OUR RELATIONSHIPS WITH OUR STUDENTS, PARENTS AND SCHOOL STAFF. WE WANT TO BE VIEWED -- WE ARE AS AN INTEGRAL PART OF THE SCHOOL DAY.

THIS SLIDE SHOWS OUR BUDGET FROM A FEW YEARS AGO FROM FY-2015 TO WHERE WE'RE AT FOR FY-18 PROPOSED.

THERE'S SIGNIFICANT DIFFERENCES FROM WHEN WE FINISHED IN FY-15. BEING A DEFICIT OF \$1.1 MILLION TO OUR ACTUAL FOR OUR PROJECTION FOR OUR FORECAST AND PLANNED PROJECTION AS OF MARCH, WE'RE APPROACHING THE BREAK EVEN POINT BY \$107,000.

OUR PRO BUDGETED BUDGET IS A BREAK-EVEN PROGRAM FOR FY-18. OUR OPERATING BUDGET IS FILLED AND BASED UPON A NUMBER OF MEALS SERVED.

OUR GOAL IS TO COVER ALL OF OUR COSTS BY REIMBURSEMENT.

SO FOR EVERY MEAL THAT WE SERVE, EVERY BREAKFAST, EVERY LUNCH, EVERY AFTER SCHOOL, EVERY SUMMER, EVERY MEAL IS ACCOUNTED FOR AND THEREFORE WE WANT TO MAKE SURE THAT THERE'S AN APPEALING HIGH QUALITY MEAL AND MAKE SURE OUR CHILDREN ARE COMING IN TO PARTICIPATE.

OUR EXPENDITURES FOR THE PROGRAM ARE FOOD COSTS.

PROJECTED AT FY-18.

53% AT \$18.3 MILLION.

OUR LABOR COSTS ARE 39% OF OUR REVENUE.

SALARIES AND WAGES AND BENEFITS AT \$2.8 MILLION.

ALL EXPENSES ARE 8% OF THE REVENUE.

ALL OF THE EXPENSES INCLUDE REPAIR AND PURCHASE OF EQUIPMENT.

FACILITY CHARGES FOR UTILITY AND TRASH DISPOSAL.

OTHER PAPER GOODS, SMALL EQUIPMENT.

MIGHT NOT SEEM THAT THEY VARY, BUT THEY'RE IMPORTANT FOR US TO MAKE SURE THAT WE'RE CONTINUALLY IMPROVING OUR PROGRAM.

THERE'S NO STAFF REDUCTIONS PLANNED FOR FY-18.

WE HAVE THE OPPORTUNITY TO LOOK AT FOR THE FUTURE OF WHAT WE WANT TO BE ABLE TO DO.

SOME OF THE THINGS THAT WE'RE FOCUSED ON AND WE NOTED AS WE FOCUSED ON OUR FOUR GOALS, ONE BEING INCREASING OF TECHNOLOGY. WE HAVE NOTICED THAT WE DO HAVE A DATED SYSTEM WHERE WE DID AN INVENTORY OF HARDWARE. WE FOUND 99% OF OUR HARDWARE IS OUT OF WARRANTY. SO ONE OF THE THINGS WE WANT TO FOCUS ON AS WE BUILD THIS PROGRAM TO BE ROBUST, TO BE ABLE TO PROVIDE AT A MOMENTS NOTICE,

PROFIT AND LOSS STATEMENTS. IT'S AN OPPORTUNITY OF GETTING TO A NEW POINT OF SALE FOR NEXT SCHOOL YEAR. SO THAT'S -- THAT'S AN INVESTMENT WE WANT TO LOOK AT. OUR EXISTING CONTRACT EXPIRES IN JUNE 18. PROJECTING EXPENSES TO BE 1% OF OUR REVENUE. THE RETURN OF INVESTMENT IS TO APPROVE ACCOUNTABILITY IN ALL OF THE MEALS WE SERVE TO LOWER FOOD COSTS AND CARRY-OVER. IT'S GIVING INFORMATION TO OUR STAFF AT A MOMENT'S NOTICE AND HOW TO IMPROVE OUR PROCESSES WITH THE INFORMATION. THE NEXT SLIDE SHOWS OUR STUDENTS SERVED BY MEAL TYPE. WE HAVE THREE MAJOR PROBLEMS THAT WE PROVIDE SERVICE FOR. THE BREAKFAST AND LUNCH AND THE AFTER SCHOOL PROGRAM. WE REMAIN STEADY WITHIN THE LAST THREE YEARS, EVEN OUR PROJECTIONS FOR FY-17. WE'RE ABOUT TO SERVE 11.5 MILLION MEALS THIS YEAR. WE WORK WITHIN OUR RESTRICTIONS OF WHAT WE DO HAVE TO MAKING SURE THAT OUR BUDGET -- OUR MEAL PARTICIPATION, WHICH IS OUR DRIVER FOR OUR BUDGET THAT WE FOCUS ON WHAT WE DO AND THE MEALS SERVED. SO IT'S ENTICING TO CHILDREN TO PARTICIPATE. THE NEXT SLIDE SHOWS PARTICIPATION COMPARED TO THE

NATIONAL AVERAGE.
THE NATIONAL AVERAGE FOR
BREAKFAST IS 25%.
WE'RE ABOVE THAT AS WELL AS OUR
NATIONAL AVERAGE FOR LUNCH IS 60
FOR 65.5% ALTOGETHER FOR ALL OF
OUR GROUPS IS OVER 62%.
IF WE BREAK IT DOWN, YOU'LL SEE
DIPS IN THE HIGH SCHOOL
CATEGORY.
THAT IS THE NORM.
THEY USUALLY AREN'T AS HIGH IN
PARTICIPATION AS THE REST OF THE
GROUPS.
WE HAVE A LOT OF GROWTH AND
OPPORTUNITY FOR THE 17-18 SCHOOL
YEAR.
WE'LL CONTINUE TO WORK ON OUR
FISCAL ACCOUNTABILITY.
BECAUSE WE ARE A BUDGET THAT IS
BASED ON REVENUE, BASED ON MEALS
SERVED, WE ALWAYS WANT TO BE
ACCOUNTABLE FOR EVERY MEAL AND
COULDN'T EVERY MEAL WE PROVIDE.
ANOTHER THING, AS WE BUILD OUR
CULTURE INTERNALLY AND
EXTERNALLY, ENHANCING OUR
WORKING RELATIONSHIPS.
WE'RE WORKING WITH AND CONTINUE
TO WORK WITH THE EO FOUNDATIONS
FOCUSING ON BREAKFAST IN THE
CLASSROOMS.
THE SHAW FAMILY FOUNDATION,
WORKING WITH FOOD AND NUTRITION
SERVICES AND CHANGING OUR
OPPORTUNITIES CURRENTLY ON HOW
WE CAN CONTINUE TO PROVIDE
BETTER MEALS FOR OUR STUDENTS
AND THE BOSTON SCHOOL FOOD
ADVISORY COUNCIL.
WE FOCUS ON DATA DEVELOPMENT AND
TRAINING AND OUR TECHNOLOGY
UPGRADES.
SO AS I TALK ABOUT BUILDING OUR
RELATIONSHIPS AND HOW WE CAN DO
NOW, I WANT TO TALK A LITTLE BIT
ABOUT A PROJECT THAT WE ARE
FOCUSED ON TO START IN THIS
SCHOOL YEAR.
YOU CALL IT THE HUB AND SPOKE
PROJECT.
AS I'VE GONE OUT TO SCHOOLS AND
VISITED AND LOOKED AT SCHOOLS
THAT SERVE THE SATELLITE MEALS,

SCHOOLS THAT SERVE THE PREP MEALS, IT'S NOT -- WE TRY TO DO WHAT WE CAN TO BE EQUITABLE AS POSSIBLE.

WHEN YOU HAVE THE OPPORTUNITY TO HAVE THE INGREDIENTS PUT TOGETHER VERSUS WHEN YOU RECEIVE A MEAL IN A LITTLE PACKAGE THAT IS HEATED AND SERVED TO YOU, IT'S NOT THE SAME.

WHEN YOU GO INTO A CAFETERIA, WHICH I INVITE EVERYBODY TO GO, ANY SCHOOL, ANY TIME, IT'S AN OPPORTUNITY THAT YOU GO AND SEE WHEN YOU'RE AT A CAFETERIA, WHERE THEY'RE PREPARING THE MEALS, YOU GET THE AESTHETICS. YOU HEAR THEM PREPARING, HEAR THE STAFF TALKING, GETTING READY FOR PREPARATION.

WHEN THE KIDS COME IN, IT'S AN EXCITING TIME THAT THEY'RE GOING TO GET TO EAT.

WHEN YOU GO TO A SATELLITE KITCHEN, YOU DON'T GET THE SAME AESTHETICS.

YOU DON'T NECESSARILY SMELL THE FOOD UNTIL YOU OPEN THE PACKAGING.

SO FOCUSING ON THAT AND GOING OUT AND TALKING TO THE STAFF, I WORKED WITH A FIELD COORDINATOR. SHE SAID WHAT IF WE HAD AN OPPORTUNITY TO MAYBE MOVE SOME OF THE MEALS THAT ARE PREPARED AT A PREP SITE.

YOU CAN SEE HOW WE CAN GET THEM TO A SATELLITE TO TRY IT OUT. THAT SOUNDS LIKE AN IDEA.

WHAT CAN WE DO?

HOW DO WE EXPAND THAT?

SO IN CAME THE HUB AND SPOKE PROJECT.

FULLY PREPPED KITCHEN TO MAKE MORE MEALS OF THE SAME TYPE OF THE MENU ITEM THAT WE DO HAVE AND TRANSPORT THEM TO SCHOOLS THAT WE RECEIVE SATELLITE MEALS. IT A PILOT PROCESS THAT WE'RE TRYING TO WORK WITH.

WITH THE SHAH FAMILY FOUNDATION WHO HAS BEEN HELPFUL IN THIS PROCESS, IT'S AN OPPORTUNITY TO THINK ABOUT FOCUSING ON ALL FOUR

GOALS, INCREASING PARTICIPATION
TO BE FISCALLY SUSTAINABLE,
DECREASING WASTE SO THAT WE'RE
LOOKING AT HOW MUCH FOOD IS
PREPARED AND MAKING SURE THAT
THE CHILDREN ARE ENJOYING THE
PROGRAM AND THEY'RE ACTUALLY
EATING IT VERSUS THROWING IT
AWAY.

INCREASING OUR TECHNOLOGY.
HOW CAN WE LOOK AT OUR CURRENT
20th CENTURY BUILDINGS AND
TRYING TO PUT IN A 21st CENTURY
PROGRAM INTO THEM.

ABOVE ALL, BUILDING OUR CULTURE.
HOW CAN WE CHANGE THE PERCEPTION
OF THE PROGRAM VERSUS THOSE
RECEIVING MEALS PREPPED AND
PREPARED FOR THEM.

AND WE'LL PILOT THIS PROGRAM IN
EAST BOSTON THIS SPRING.

WE HOPE TO TARGET OTHER
COMMUNITIES FOR WHERE IT'S
OPERATIONALLY AND FINANCIALLY
VIABLE.

THE LAST SLIDE WE'LL SHOW YOU,
THE ACTUAL VISUAL OF THE HUB
PROJECT, WHICH IS THE HUB WILL
BE THE EAST BOSTON HIGH SCHOOL,
THE SPOKES WILL BE THE T.J.
KENNEDY.

THE EAST BOSTON EARLY EDUCATION
CENTER AND THE BRADLEY.
YOU'LL SEE HERE THAT THIS IS NOT
STAGED.

THESE ARE THE ACTUAL MEALS.
THE ONE ON TOP IS THE CURRENT
INVENTEDED MEALS.
IT'S A BUFFALO CHICKEN SALAD.
THE BOTTOM IS THE SALAD AT THE
PREP SITE.

IT'S AN OPPORTUNITY.
YOU CAN SEE IT'S VISUALLY
DIFFERENT.

THE OPPORTUNITY TO CREATE EQUITY
FOR THE STUDENTS AND ALSO TO
CHANGE THEIR SCHOOL MEAL
EXPERIENCE, WHICH IS WHAT MY
GOAL IS TO DO.

>> THANK YOU.

WE'VE BEEN JOINED BY THE CITY
COUNCILLOR JOSH ZAKIM.

LET ME START OFF WITH THE
TRANSPORTATION.

WHAT PART OF THE ENTIRE BUDGET IS -- IS SPECIAL ED RELATED? YOU'VE GONE INTO THE BREAKDOWNS OF WHAT KIND OF STUDENTS COST MORE, I GUESS, IS THE WAY TO PUT IT.

SO WHAT PART OF THAT BUDGET IS THE SPED PORTION THAT IS MANDATED DOOR-TO-DOOR, LET'S SAY?

IN TERMS OF MANDATED DOOR-TO-DOOR, I DON'T KNOW IF I HAVE THAT RIGHT NOW OR SOMEONE ON THE TEAM CAN PULL IT UP.

WHAT WE FOUND, 20% OF THE STUDENTS IN BOSTON PUBLIC SCHOOLS ARE ASSIGNED TO SPECIAL EDUCATION.

THEIR TOTAL COSTS FOR YELLOW BUS SERVICES IS EQUIVALENT IF NOT HIGHER THAN THE COST FOR YELLOW BUS SERVICE FOR THE REMAINING 80%.

I BELIEVE IT'S ABOUT \$36 MILLION AND \$37 MILLION FROM GEN ED TO SPECIAL ED.

>> I THINK WE HAD ABOUT 44%.

>> 44%?

>> UH-HUH.

>> OF THE 150 --

>> I'LL GET YOU EXACT NUMBERS.

>> AND YOU EXPLAINED THAT BASICALLY THE LOGISTICAL PROBLEMS OF, YOU KNOW, LESS STUDENTS, MORE ROUTES AND HOW WILL WE ADDRESS THAT GOING FORWARD?

I'M TRACKING MY OWN NEIGHBORHOOD.

ENROLLMENT HAS GONE UP IN THE YOUNGER GRADES FROM 50% TO 85, 90%.

I WOULD THINK THAT THOSE EARLY GRADES STILL REQUIRE TRANSPORTATION?

>> YES.

>> IS THAT -- ARE WE GOING TO SEE OVER TIME FROM THE ASSIGNMENT PROGRAM THAT THE ENROLLMENTS AT LEAST IN MY NEIGHBORHOOD, I TRACKED THE ENROLLMENTS GOING UP, ARE WE SEEING ANY REDUCTION IN ANSWER YOU'LL TRANSPORT OF KIDS FROM

WITHIN THE NEIGHBORHOOD GOING TO, SAY, THE GARDNER OR THE JACKSON --

>> I THINK WE'RE STARTING TO SEE SOME GRADUAL CHANGE AS IT RELATES TO HOME-BASED ASSIGNMENT. IT'S EXTREMELY SLOW. PART OF THAT IS BECAUSE OF THE WAY WE GRANDFATHER STUDENTS FOR THE NEXT SEVERAL YEARS AND GRANDFATHERING SIBLINGS, QUITE FRANKLY. WHAT HAPPENS IS WE ARE SEEING SOME CHANGE, BUT CHANGE ISN'T REFLECTED AS MUCH IN TRANSPORTATION IN AS MUCH AS ENROLLMENT. YOU NEED TO TAKE CRITICAL NUMBERS OF STUDENTS OUT OF THOSE FAR AWAY NEIGHBORHOODS GOING TO FAR-AWAY SCHOOLS BEFORE YOU SEE THE CHANGE IN TRANSPORTATION CONTINUES. IF YOU HAVE A STUDENT FROM EAST BOSTON ATTENDING WINSHIP, FOR EXAMPLE, THAT STUDENT WILL CONTINUE TO GO TO THAT SCHOOL. YOUNGER STUDENTS WON'T HAVE THE OPTION OF GOING TO THE WINSHIP FROM EAST BOSTON. THE STUDENTS THAT HAVE, WE'LL HAVE TO CONTINUE TO DRIVE THEM UNTIL THEY LEAVE THE SYSTEM. AND SIBLINGS. FACTORING ALL THAT IN. SINCE THE ASSIGNMENT PROCESS, THE NEW ASSIGNMENT PROCESS STARTED ABOUT -- WELL, NEXT FALL WILL BE THE FOURTH YEAR, I BELIEVE. THIS SEPTEMBER WILL BE THE FOURTH YEAR. SO IF YOU'RE A K-5, DO YOU PROJECT OUT IN THE NEXT THREE YEARS WHEN THE GRANDFATHERING OF SIBLINGS ARE GONE AND, YOU KNOW, HOPEFULLY MORE HOME-BASED? DO YOU SEE A REDUCTION IN TRIPS? >> WE'RE HOPEFUL THAT WE WILL. IT'S HARD TO DRILL DOWN INTO THAT SPECIFIC NUMBER BECAUSE OF THE OTHER FACTORS GOING ON IN COMBINATION WITH THAT.

FOR EXAMPLE, AS THAT NUMBER
MIGHT BE DECREASING, THE NUMBERS
GOING AWAY, THESE OTHER FACTORS
ARE LEADING TO LONGER DISTANCES
ACROSS THE CITY.

>> WE CAN TRY TO TRACK THAT
DOWN.

DO WE HAVE THAT?

>> I WAS GOING TO ANSWER THE
COUNCILLOR'S PREVIOUS QUESTIONS.
YOU ASKED ABOUT SPECIAL CASE AND
TRANSPORTATION BUDGETS.

30% IS FOR BPS DOOR-TO-DOOR.

7% IS FOR OUT OF DISTRICT,
SPECIAL EDUCATION PLACEMENT.
THAT ADDS IT TO THE 44.

WE HAVE ANOTHER 1 OR 2%, WHICH
ARE DOOR-TO-DOOR SERVICES FOR
STUDENTS ATTENDING CHARTER
SCHOOLS.

>> SO TALKING ABOUT 55, 60
MILLION --

>> RIGHT.

OKAY.

LET ME RECOGNIZE COLOR --

COUNCILLOR AYANNA PRESLEY.

I'M GOING TO SAY, WELCOME.

I SO ENJOYED YOUR PARTNERSHIP.

I HAVE ENJOYED OUR PARTNERSHIP.

I WANT TO ACKNOWLEDGE WHEN THE
SUPERINTENDENT WAS HIRED, THE
FIRST THING I NAMED WAS THE
QUALITY OF SCHOOL FOOD.

YOU'RE ON PAR WITH OTHER
CABINET LEVEL POSITIONS AS WHAT
YOU SHOULD BE.

BECAUSE NUTRITION AND HEALTH AND
WELLNESS AND SUPPORTING OUR
STUDENTS AND WE KNOW A HUNGRY
CHILD STRUGGLES TO LEARN BUT
POORLY NOURISHED ALSO STRUGGLED
TO LEARN.

I WANT TO SAY WHAT A JOY IT WAS
TO BE AT MADISON PARK HIGH
SCHOOL FOR THE HEALTHY SCHOOLS,
COOKING UP CHANGE, CULINARY ARTS

CHALLENGED.

WE'RE BOLSTERING THAT PIPE LINE
TO SUPPORT OUR STUDENTS THAT
HAVE THESE TALENTS AND ASPIRE TO
BE A PART OF THIS INDUSTRY.

I DON'T KNOW THAT I CAN MAKE A
MEAL ON \$1.45 MEETING USDA

REQUIREMENTS AND MAKE IT LOOK
BEAUTIFUL AND PALATABLE.
THREE SCHOOLS THAT PARTICIPATED.
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TEST TEST.

20 MINUTES.

VERY LONG LINES.

WHAT CAN BE DONE AROUND THE EFFICIENCY WHICH STUDENTS ARE MOVING THROUGH THE LINE AND; ALSO HAVING ENOUGH TIME TO ACTUALLY EAT?

>> A GREAT QUESTION EVEN AS WE'RE TRYING TO WORK WITH THAT THROUGH SOME LOCATIONS 20 MINUTES, 25 MINUTES, 30 MINUTES. WE TRY TO MAKE EVERYTHING AS EFFICIENT AS POSSIBLE. WE'RE TRYING TO LOOK AT THE WAYS THEY'RE LAID OUT TO BE MORE EFFICIENT AS THE STUDENTS ARE COMING THROUGH 6789 ALSO WORKING WITH THE ADMINISTRATION TO SEE DIFFERENT POINTS OF SERVICE AND IN THE ENVIRONMENT TO CREATE MORE TIME FOR THE CHILDREN WHEN THEY GET THE MEALS THEY CAN SIT DOWN.

SO IS THERE NOT A STANDARD ALLOCATED TIME FOR MEALS FOR EVERY SCHOOL?

>> AS FAR AS I KNOW, NO.

FOR THE MEAL TIMES I HAVE, IT CAN VARY ON THE SITE AND THE SCHEDULING THAT THE SCHOOL HAS ON HAND FOR SOME SCHOOLS AT ELEMENTARY.

IT'S A ROLLING TIME FRAME. THE FIRST GRADERS WILL COME AND ALL THE WAY UP.

SO IT DEPENDS.

I CAN GET YOU THAT INFORMATION IF YOU'RE LOOKING --

>> I HEAR FROM STUDENTS AND PARENTS.

WE WANT THE KIDS TO EAT AGAIN. SO IT'S CHALLENGING WHEN THEY DON'T HAVE ENOUGH TIME TO DO THAT.

WE DON'T WANT THEM TO BE RUSHED.

>> I WAS GOING TO ADD THAT WE GRANT SCHOOL LEADERS AUTONOMY. THIS IS ONE OF THOSE AREAS. YOU MAY HAVE LESS ABILITY TO MOVE AROUND YOUR SCHEDULES BECAUSE OF THE GRAD CONFIGURATIONS REQUIRE. MIGHT BE MORE LIMITED TO GO MORE THAN 20 MINUTES FOR A LUNCH

PERIOD.

OTHER SCHOOL LEADERS MAY HAVE
LONGER DAYS.

>> OKAY.

ON THE FACILITIES SIDE, AGAIN,
WE WANT TO GET TO A POINT WHERE,
YOU KNOW, THIS NEVER IS
OUTSOURCED AIRPLANE FOOD.

WE'VE MADE GREAT STRIDES THERE.
BUT AT ANY POINT, DO YOU THINK
WE MIGHT HAVE IN THINKING ABOUT
LOCAL ECONOMIES AND, YOU KNOW,
LOCALLY SOURCED GOODS AND
CERTAINLY JUST, AGAIN, STREN OF
OUR ECONOMY.

IS FARM TO SCHOOL SOMETHING THAT
WE CAN SERIOUSLY PURSUE?

>> ALWAYS.

WE JUST SUBMITTED A GRANT, A
REQUEST FOR A GRANT TO FOCUS ON
A PROJECT MANAGER TO HELP US
WITH THAT.

WORKING WITH URBAN FARMS TO
BRING US MORE PRODUCE INTO
BOSTON PUBLIC SCHOOLS.

>> WE DON'T WANT THESE THINGS IN
POCKETS.

IN TERMS OF THE MASTER PLAN,
WHAT WOULD YOU RECOMMEND?

A RETURN TO A CENTRAL KITCHEN
BECAUSE, YOU KNOW, RIGHT NOW YOU
SPOKE TO THE CHALLENGES AND THE
DIFFERENCE EXPERIENCES FOR THOSE
THAT HAVE SATELLITE KITCHENS AND
THOSE THAT DO NOT.

DO YOU LIKE THIS IDEA: A MORE --
LOCALIZED OF HAVING THEIR OWN
FACILITIES TO STRENGTHEN THE
PROGRAM?

WHAT IS THE UTOPIAN VISION?

WHAT ARE WE DOING TO GET THERE?

>> WHAT DO WE WANT AS A CITY AND
HOW WE WANT OUR REPRESENTATION
FOR OUR STUDENTS.

WHEN WE DO SMALL PROJECTS, IT'S
AN OPPORTUNITY TO SEE IF IT
COULD WORK.

BUT HOW ARE WE SHARPENING THEIR
SKILLS IN PROFESSIONAL DEVELOP
TO GET TO A PLACE.

>> THAT'S GREAT.

WE INTRODUCED PROFESSIONAL
STANDARD THIS PAST YEAR WHICH
FOCUSING ON TRAINING.

FOR ALL LEVELS KNOWING ABOUT THE
SCHOOL MEAL PROGRAM AND MORE
FOCUSING ON MORE HAND ON.

PART OF THE PILOT WAS THE HUB
AND SPOKE GETTING THEM IN TO DO
MORE CULINARY TRAINING US
BECAUSE IT DOES CHANGE WHAT THEY
ARE CURRENTLY DOING.

IT IS A VAST DIFFERENCE FROM
EATING AND SERVING MEALS TO
ACTUALLY PREPARING AND THINKING
ABOUT --

>> SERVE IT WITH LOVE.

I DO WANT TO ACKNOWLEDGE THAT TO
ALL OUR FOOD SERVICE WORKERS,
APPRECIATE THE QUESTION.

EDUCATOR AT THE TAIL, SOME
PEOPLE FIND IT DISRUPTIVE TO
LEARNING, SOME PEOPLE FIND THE
KIDS ARE MORE FOCUSED I KNOW OUR
BELOVED CUSTODIANS FIND SOME
CHALLENGES WITH THE FOOD BEING
IN THE CLASS RADIO.

>> THE LAST SCHOOL DISTRICT I
WAS AT, I WAS PROJECT MANAGER
FOR BREAKFAST IN THE CLASSROOM,
I IMPLEMENTED IT IN THE SECOND
LARGEST SCHOOL DISTRICT IN THE
COUNTRY.

IT WAS AN OPPORTUNITY TO FOCUS
ON LOOKING AT NOT ONLY
GENERATING REVENUE FOR THE
PROGRAM BUT ALSO FOR FEEDING
KIDS.

THAT LASTED THROUGH 2% OF WERE
COMING TOWN EAT BREAKFAST EVEN
THOUGH IT WAS FREE, WE OFFERED
IT FREE TO EVERYBODY.

AND SO THERE WAS OPPORTUNITIES
TO SEE --

>> ARRIVING LATE AND MISSING
BREAKFAST?

>> ACROSS THE DISTRICT THAT
LARGE IT WAS VERY ANECDOTAL.
IT COULD HAVE BEEN
TRANSPORTATION OR JUST DROPPING
OFF, WASN'T REALLY INTERESTED,
IT WAS MYRIAD OF DIFFERENT
REASONS WHY THEY WEREN'T
PARTICIPATING.

BUT TO BE ABLE AS I SAW
PROVIDING ACCESS, TO ME IT'S
ABOUT PREPARE CAN A CHILD.

I THINK SITTING AT THE TABLE

WITH THE SUPERINTENDENT'S CABINET TO BE ABLE TO TALK ABOUT HOW WE IMPACT THE STUDENT ON A DAILY BASE, IT'S AN OPPORTUNITY TO GET THEM READY TO LEARN IF THEY MAKE SURE THEY HAVE FULL STOMACH.

HUNGRY CHILD IS NOT GOING TO BE A LEARNING CHILD.

>> SURE.

WHAT PERCENTAGE OF CALORIES OUR KID ARE RECEIVING AT SCHOOLS WE THINK ABOUT THOSE ONE IN FOUR FAMILIES WHO ARE DEALING WITH FOOD INSECURITY, I'VE BEEN SAYING 70%, I THINK YOU WERE SAYING 30-40, WHAT PERCENTAGE OF CALORIES ARE KID CONSUMING FOR THEIR WHOLE DAY AT SCHOOL?

>> IT COULD BE ANYWHERE BETWEEN 30-50% OF THEIR FOOD INTAKE.

NOT CALORIES BUT FOOD INTAKE AT THE SCHOOL SITE.

>> COULD YOU JUST POINT OUT TO ME, JUST AGAIN THANK YOU MR. CHAIRMAN FOR YOUR INDULGENCE HERE, WE DO WORRY ABOUT IN SUMMER MONTHS KID THAT WILL NO LONGER BE IN SCHOOL, OF THEIR FOOD, INPUT FOR THE DAY.

IF THERE'S SOMEWHERE IN THE PRESENTATION PERHAPS I MS.ED IT THAT WILL EXPLAIN SO WE CAN PROMOTE TO FAMILIES DURING SUMMER MONTHS THAT OUR STRUGGLE HOW THEIR CHILDREN CAN STILL GET THOSE MEALS.

>> WE DO PARTICIPATE IN THE SUMMER PROGRAM, MY APOLOGIES, I DID NOT TOUCH ON THIS.

WHICH WILL START IN JULY AND DO CONTINUE TO PROMOTE.

IS.

>> I WON'T BELABOR, GET THAT INFORMATION, MAKE SURE OUR FAMILIES ARE AWARE.

>> JUST ISN'T ENOUGH TIME FOR KID TO EAT TO HAVE FAST TIME AT LUNCH.

IS THERE A NATIONAL STANDARD HOW LONG A KID HAVE FOR LUNCH.

I COULDN'T FIND ANYTHING SPECIFIC.

>> UNDER THE NATIONAL SCHOOL

LUNCH PROGRAM THERE ISN'T
ANYTHING THAT STANDARD IT GOES
ON DISTRICT BY DISTRICT
DECISION.

THERE MUST BE TWO HOURS BETWEEN
BREAKFAST SERVICE AND LUNCH
SERVICE THAT'S ONLY TIMEFRAME WE
HAVE.

>> ARE WE HITTING THAT, TWO
HOURS BETWEEN BREAKFAST AND
LUNCH?

I KNOW SOME SCHOOLS INCLUDING MY
KIDS' SCHOOLS DEPENDING ON THE
GRADE THAT THEY WERE IN, I DON'T
THINK IT'S HAPPENING RIGHT NOW.
SOMETIMES LUNCH IS SUPER EARLY,
EARLY IN THE MORNING.

YES WOULDN'T SPEAK HAVING THE
INFORMATION, MY APOLOGIES THAT I
DON'T.

BUT IT DEPEND ON THE -- HOW --
WHEN SCHOOL IS DEFINED AS
STARTING WHEN THEY HAVE THAT
SPECIFIC PERIOD FOR BREAKFAST
AND LUNCH.

>> NO SCHOOL IS BREAKING THAT
TWO-HOUR RULE?

>> I DON'T BELIEVE SO.

WE ARE HIGHLY AUDIBLE PROGRAM,
WANT TO MAKE SURE THAT WE HAVE
THAT TAKEN CARE OF.

BUT IF THERE IS A CONCERN, I'M
MORE THAN HAPPY TO LOOK AT
SPECIFIC SCHOOLS.

>> COUNCILOR, JUST HE RESPONSE
TO FIRST QUESTION WE FIND THAT
OUR MEAL PARTICIPATION RATES ARE
FAR ABOVE THE NATIONAL AVERAGE,
WHICH ALTHOUGH IT'S NOT AN
INDICATION FULLY OF THE FACT
THAT OUR STUDENTS HAVE MORE THAN
ENOUGH TIME TO EAT.

IT'S A GOOD INDICATION THAT THE
TIME THEY HAVE TO EAT IS NOT
TURNING THEM AWAY, IT'S NOT
DETECTING THEM FROM
PARTICIPATING IN THE MEALS.

WE DO FIND THAT WE'RE AGAIN FAR
ABOVE THE NATIONAL AVERAGE
THERE.

WE ALSO MONITOR LENGTH OF TIME
WITHIN CAFETERIA OR SATELLITE
KITCHENS TO MAKE SURE THAT OUR
STUDENTS ARE NOT WAITING IN LINE

FOR ANY INORDINATE AMOUNT OF TIME.

IF THEY ARE WE'LL TRY TO FIND WAYS TO GRAB AND GO STATIONS OR OTHER STATIONS THAT MIGHT ACCOMMODATE THEM BETTER.

>> CERTAINLY ANECDOTAL BUT MY EXPERIENCE WAS, WHEN I WAS TEACHING IF I WAS TEACHING UP TO A LUNCH PERIOD SOMETIMES MY KIDS WOULD BE -- HAVE TO BE AT THAT DOOR BEFORE THE BELL RINGS SO THAT I CAN GET TO THE CAFETERIA SO NOT TO STAND IN INCREDIBLY LONG LINE.

THE SCHOOLS THAT ARE NOW BASICALLY GOING TO -- LONGER DAY, GOING TO BECOME WHAT REDO. AN OPPORTUNITY TO EXTEND LUNCH PERIOD CONSIDERING THAT ADDITIONAL 40 MINUTES THATER ADDING TO THE SCHOOL DAY.

>> EXTENDING THE LUNCH PERIOD? YES.

BECAUSE I DON'T HAVE THAT AUTONOMY --

>> ARE WE ALLOWING SCHOOLS TO HAVE THAT -- SOME PRESCRIPTION TO HOW SCHOOLS USE THAT ADDITIONAL 40 MINUTES.

I WONDER IF ANY THAT HAVE TIME COULD BE USED FOR MAKING LUNCH PERIOD LONGER.

AS OF RIGHT NOW, IF A FOOD SERVICES PERSPECTIVE, IF ANY SCHOOL IS INTERESTED TO UTILIZING THAT, MORE THAN HAPPY TO WORK WITH THEM IF THERE IS CONCERNS REGARDING THE LUNCH SERVICE OR CHILDREN EATING EARLY NOT HAVING SOMETHING BECAUSE THEIR DAY HAS BEEN EXTENDED WE DO OFFER AFTER-SCHOOL MEAL PROGRAM THAT WE ACTUALLY RECEIVED MODIFICATIONS SO THAT WE CAN ACTUALLY SERVE THAT MEAL, IS THAT OPPORTUNITY BEFORE SCHOOL IS OVER.

>> JUST GOING TO ADD IN THE YEAR LEADING UP TO THE IMPLEMENTATION FOR ELP THEY PARTICIPATED IN PROFESSIONAL DEVELOPMENT AND PLANNING PERIOD THAT INVOLVE TEACHERS AND MEMBERS OF THE

SCHOOL SITE.

EACH PRINCIPAL LED THAT
PROCESSOR SUPPORT BOTH OUTSIDE
EXPERTS AND IN THE CENTRAL
OFFICE.

I BELIEVE IT WAS REALLY SCHOOL
LEADER DRIVEN PRACTICE TO LOOK
AT SCHEDULING THAT WOULD BE
HAPPY TO PUT YOU IN TOUCH WITH
OR GET SOME INFORMATION FROM THE
SCHEDULING EXPERT.

BECAUSE WE HAD FOCUSED MOSTLY ON
THE ACADEMIC SIDE.

FOCUS AS WELL ON THE FOOD SIDE.

>> MY UNDERSTANDING IS THAT MOST
OF THE PRESCRIPTIONS AND
RECOMMENDATIONS BOTH IN SORT OF
THE SCHEDULE SCHOOLS AND LATER
SCHOOLS THE PRESCRIPTIONS HAVE
CHANGED OVER TIME.

AS WE ADDED MORE ELT SCHOOLS.

I DON'T KNOW, I DON'T RECALL
PERHAPS IT WAS INCLUDED THAT
EXTENDING THE LUNCH PERIOD OR
EVEN ADDING A SNACK PERIOD WHICH
I'VE HEARD FROM CONSTITUENTS
SOME CONCERNS ABOUT KIDS THEN
WILL STILL HAVE LUNCH PERIOD SAY
AT 11:30.

IF THE SCHOOL IS GOING TO:10
THERE MAY BE SOME DIETARY NEEDS
AND I THINK ALSO KIDS NEED A
LITTLE EXTRA SOMETHING TO GET
THEM THROUGH SORT OF THAT LAST
20% OF THE DAY OR WHATEVER IT
IS.

ADDING PERHAPS LUNCH TIME OR
SNACK TIME IN THE AFTERNOON.

>> WHICH WE ARE OFFERING TO ALL
OF THE SCHOOLS HAVING EXTENDED
LEARNING TIME THAT WE CURRENTLY
DO FOR SOME SCHOOLS THAT ARE
INTERESTED IN THAT WE WILL
SPECIFICALLY HAVE AFTER-SCHOOL
MEALTIME.

>> THAT 1.43 FOR KIDS THAT WERE
BUDGETED FOR LUNCH, IS THAT --
DOES THAT INCLUDE THE AFTER
SCHOOL, IS AN AN ADDITIONAL --
>> 1.43 IS FOR THE SCHOOL LUNCH,
SPECIFICALLY.

>> WHY IS IT SO OF HIGHER AFTER
SCHOOL.

>> OUR AFTER-SCHOOL MEAL IS PART

OF THE MEAL CONTRACT THAT IS OUR --
>> IS IT DINNER OR IS IT A SN
SNACK?

>> IT IS -- AFTER-SCHOOL MEAL IS
UPPER SCHOOL SUPPOSER WHAT
THEY'RE CALLING IT.

I THINK THAT I'LL SAY -- SAVE
THE REST OF MY QUESTIONS FOR THE
NEXT ROUND, THANK YOU.

>> COUNCILOR, JUST ONE THING TO
ADD ON TO THAT.

WE MADE A DECISION TO ALLOW THAT
TO BE AFTER-SCHOOL MEAL RATHER
THAN SNACK BECAUSE SOME OF THE
FOOD INSECURITIES ISSUES THAT
WE'RE GIVING STUDENTS

PARTICIPATING MORE NOURISHMENT
BEFORE THEY GO HOME FOR THE DAY.

>> THAT'S -- I DO HAVE ONE MORE
QUESTION I THINK I'LL BE DONE
WITH FOOD.

THE EAST BOSTON PILOT PROGRAM,
IS THAT UNDERWAY YET?

>> STARTING LATE THIS MONTH.
TRYING IT OUT --

>> WE'LL HAVE THREE WEEKS OF IT?
YES.

THEN ON THE MAP OF EAST
BOSTON, FIRST OF ALL I WORKED
UNDERSTAND KITCHEN THERE IN
THE -- LUNCH -- LUNCH LADIES,
THE CAFETERIA SERVICE PROVIDERS,
THEY ARE EXCELLENT, ALWAYS DONE
AN INCREDIBLE JOB PREPARING FOOD
FOR THE KIDS AND FOR THE
FACULTY.

ESPECIALLY AROUND THE HOLIDAYS,
THEY DO QUITE THE THANKSGIVING.

>> HE'S A GRADUATE STUDENT OF
BOSTON HIGH SCHOOL.

>> SHE ALSO HAS A WALKING CLUB,
BUS WE HAVE SUSPENDED TRACK IN
THE CAFETERIA FOR BOTH THE FOOD
SERVICE WORKERS AND ANY STAFF
AND ANY KID THAT MAYBE WANT TO
DO LOOPS.

THEY HAVE HEALTHY COMPETITION
GOING ON WITH EXERCISE.

WHAT IS THE BLUE AND PURPLE DOTS
MEAN ON YOUR SLIDE NO. 14?

>> I SEE THE FOOD SERVICE
PROGRAMS ARE GOING TO FEED OR
PREPARE FOOD FOR, WHAT ARE THE
OTHER CODES MEAN?

>> THE BLUE DOTS REPRESENT THE OTHER SATELLITE SCHOOLS IN EAST BOSTON AND THE PURPLE ARE THE OTHER TWO PREP SITES IN EAST BOSTON.

FOR US WHEN WE WERE LOOKING AT FOCUSING ON THE HUB AND SPOKE IT'S ANALYZING THE LOCATIONS OF THE SCHOOLS, TRANSPORTATION, GETTING THE FOOD TO ONE LOCATION THEN THINKING ABOUT THE CAPACITY OF THE SCHOOLS.

MORE OF VISUAL FOR FOOD SERVICES.

>> YOU NEED THREE TRANSPORTATION VEHICLES FOR FOOD, BECAUSE I'M JUST THINKING WHY ISN'T BRADLEY PART OF THIS PROGRAM OR PREP SITE?

>> IT'S A SATELLITE SITE AS WELL.

IS DUE TO THE CAPACITY WITHIN THE SCHOOL OR THE ABILITY FACILITIES WISE TO DO ENOUGH WITHIN THAT SATELLITE, TO CONVERT IT TO A RECEIVING KITCHEN WHICH WOULD BE THE TERM USING FOR SATELLITE SITES. NOT EVERY SATELLITE SITE COULD BE ACTUALLY TURNED IN TO A RECEIVING KITCHEN.

>> VERY GOOD, THANK YOU. COUNCILOR CAMPBELL.

HERE WE GO.

THANK YOU, COUNCILOR CIOMMO. THANK YOU FOR BEING HERE TODAY. THE BULK OF MY QUESTIONS HAVE TO DO WITH TRANSPORTATION. DO A QUICK OVERVIEW, WHAT'S THE TOTAL NUMBER OF BUSES IN OUR FLEET, TOTAL NUMBER OF BUS DRIVERS.

>> IF YOU ALLOW ME FOR ONE SECOND, COUNCILOR CAMPBELL, BACK TO THE QUESTIONS YOU WERE ASKING BEFORE, APPENDIX B IN THE DECK HAS LISTING OF ALL THE EXPENSES BY CATEGORY OF RIDER, YOU'LL SEE IN THERE SOME OF THE NUMBERS THAT MISS LORENZ WAS SPELLING OUT BEFORE THAT ADD UP TO ABOUT \$48 MILLION COSTS FOR SPECIAL EDUCATION STUDENTS OR ABOUT 44% OF OUR BUDGET.

YOU CAN ALSO SEE \$24 MILLION OF
OUR COSTS ARE FOR STUDENTS
OUTSIDE OF BOSTON PUBLIC SCHOOL.

>> GREAT, THANK YOU.

PARDON ME, COUNCILOR
CAMPBELL.

THE NUMBER OF BUSES IS 642.

ACTUALLY 740.

ABOUT THAT.

ON THE ROAD RIGHT NOW WE HAVE
ABOUT 648.

WE ALWAYS HAVE A DECENT BUFFER
BETWEEN THOSE THAT ARE ON THE
ROAD AND THOSE THAT AREN'T
BECAUSE WE NEED STAND-BY BUSES
IN THE CASE THAT WE HAVE FIELD
TRIPS OR ATHLETIC EVENTS OR
OTHER THINGS THAT THE NORMAL BUS
SERVICE CAN'T PROVIDE.

WE ALSO HAVE ON ANY GIVEN DAY
LARGE NUMBER OF BUSES IN THE
SHOP FOR REPAIR OR ROUTINE
MAINTENANCE.

THE NUMBER OF BUS DRIVERS AS A
WHOLE, PARDON ME, I DON'T HAVE,
BUT I CAN ASK SOME OF MY TEAM.

>> THAT WOULD BE GREAT.

I CAN GET THAT BACK TO YOU.

THIS APPENDIX B, THANK YOU,
THIS IS ACTUALLY VERY HELPFUL
CHART.

THE 24 MILLION THAT ARE SPENT ON
NON-BPS STUDENTS, OUT OF
DISTRICT, SPECIAL ED, PRIVATE
SCHOOLS, CAN YOU WALK ME THROUGH
WHAT ARE SOME OF THE

ARRANGEMENTS THAT HAVE BEEN MADE
FROM BPS TO THESE STUDENTS THAT
REQUIRE US TO PAY THESE COSTS.
SOME STUDENTS ARE IN IEPs, GO
OUT OF DISTRICT, I GET THAT JUST
CURIOUS AROUND SOME OF THE OTHER
PAROCHIAL PRIVATE SCHOOL COSTS?

>> I DON'T WANT TO OVER SIMPLIFY
THE ANSWER BUT FOR THE MOST PART
THE BAROQUE CALL, WHERE WE'RE
PROVIDE THE SAME LEVEL OF
SERVICE FORTHEM AS FOR BOSTON
PUBLIC SCHOOLS STUDENTS.

FOR EXAMPLE, WE HAVE COUPLE OF
PRIVATE SCHOOLS IN THE SYSTEM
WHERE THE TUITIONS ARE FAIRLY
HIGH BUT WE PROVIDE SERVICE FOR
THE TRANSPORTATION FOR THOSE

STUDENTS DUE TO THAT LAW.
WE ALSO HAVE OBVIOUSLY NUMBERS
OF STUDENTS YOU CAN SEE ON THE
CHART THAT APPLY THAT TO.
IN TERMS OF OTHER ACCOMMODATION
THAT WE MIGHT NEED TO MAKE
BEYOND THAT, WE ALSO PROVIDE THE
OUT OF DISTRICT SPECIAL
EDUCATION PLACEMENTS, THAT'S A
LITTLE BIT MORE OF AN INVOLVED
PROCESS BECAUSE THAT INVOLVES
COMMUNICATIONS WITH THE FAMILY
TO MAKE SURE THAT THEY ARE AT
THE PLACEMENT THAT BEST SERVES
THE NEEDS OF THAT CHILD MIGHT
HAVE.

THERE'S THEN MANY CONVERSATIONS
WITH THE SCHOOLS THEMSELVES NO
MATTER WHERE THEY ARE LOCATED TO
MAKE SURE THAT WE UNDERSTAND,
GOING TO PROVIDE TRANSPORTATION
FOR THAT FAMILY WE WORK HAND IN
HAND IN SPECIAL EDUCATION
DEPARTMENT.

SOMETIMES MAKE SURE THAT WE'RE
HONORING THOSE ACCOMMODATIONS.
>> THE OUT OF DISTRICT SPECIAL
EDUCATION, I UNDERSTAND THOSE
ARE REQUIREMENTS OF IDEA AND
STATE OBLIGATIONS, CHARTER
SCHOOLS, PAROCHIAL AND PRIVATE
SCHOOLS FOR EXAMPLE, THE PRIVATE
SCHOOLS BUS IS 117 STUDENTS.
COULD YOU PEEL THAT APART, WHAT
LAW REQUIRES THAT OR WHY WE
COVER THOSE COST, I GUESS?
>> TO MY KNOWLEDGE IT'S THE SAME
STATE LAW THAT GOVERNS THE
PRIVATE AND PAROCHIAL SECTORS,
IT'S A SEPARATE STATE LAW FROM
THAT WHICH GOVERNS THE CHARTER
IF I REMEMBER CORRECTLY.
BUT THERE IS STATE LAW THAT
REQUIRES US TO PROVIDE THAT
SERVICE.

>> ACTUALLY CONVERSATIONS WITH
THOSE TWO SCHOOLS, NOT -- IT IS
AN EXPENSIVE PER PUPIL COSTS
WE'RE SEEING IF WE CAN PARTNER
WITH LOWER COSTS.

>> THOSE ARE JUST TWO SCHOOLS,
TWO PRIVATE.

>> THE PRIVATE SCHOOLS CORNER
BUS LINE IS TWO SCHOOLS, WHAT

SCHOOLS ARE THOSE?

>> THE ADVENT SCHOOL AND THE
PARK STREET SCHOOL.

>> THEN THE PAROCHIAL SCHOOLS,
THAT'S A LONG LIST OF SCHOOLS?

>> YES.

ONE THING WE'RE LOOKING TO DO AT
THE PAROCHIAL SCHOOLS, THOUGH,
IN FACT WE'LL BE MEETING WITH
THE ARCHDIOCESE RELATIVELY SOON,
I BELIEVE, BECAUSE WE HAVE,
ALTHOUGH MUCH LARGER NUMBER OF
STUDENTS THERE OR MUCH LARGER
NUMBER OF SCHOOLS THERE, WE ALSO
HAVE NUMBER OF SCHOOLS THAT HAVE
ROUTES WITH FEWER THAN TEN
STUDENTS.

WE'RE LOOKING TO WORK WITH THOSE
SCHOOLS BECAUSE THOSE BUS ARE
DRAMATICALLY EXPENSES.

ONE OF THE LAST SLIDE SPEAKS TO
THAT, SPEAKS TO HOW THE
INDIVIDUAL BUSES CAN COST US, OR
INDIVIDUAL ROUTES OR TRIPS CAN
COST US 70-80,000 BECAUSE
THERE'S SMALL NUMBER OF STUDENTS
ON THERE, PER STUDENT COST.
SO WE'RE WORKING WITH THOSE
SCHOOLS TO FIGURE OUT IF THERE
IS SOMETHING THAT WE CAN DO
WHERE WE CAN GET THOSE BUT BACK
FOR US AND THE SCHOOL CAN FIND
ANOTHER WAY POTENTIALLY WHILE
STILL HONORING THE LEGAL
REQUIREMENTS INVOLVEDFUL SO THAT
WE'RE NOT TRANSPORTING THREE
STUDENTS TO ONE OF THE CATHOLIC
SCHOOLS IN THE CITY, FOR EX
EXAMPLE.

>> THE SAVING THE TRANSPORTATION
DEPARTMENT THE MONEY, THAT'S
VERY HELPFUL.

>> TOTAL BUS DRIVERS?

800.

THANK YOU.

CAN YOU REMIND ME, TAKING THE
MBTA WHAT GRADE LEVELS THOSE
ARE?

>> 7-1 SOME SCHOOLS WE HAVE
ARRANGEMENTS TO OPERATE AS 6th
GRADERS AS WELL.

>> GOING BACK TO THE COST SAVING
MEASURE FROM FY17 SO THAT \$10
MILLION, WHERE DID THOSE CUTS OR

WHERE DO THEY COME FROM?

>> SURE.

AS I WAS DESCRIBING BEFORE, WE ACHIEVED ABOUT HALF OF THOSE SAVINGS IN FY17, THOSE SAVINGS ARE NOT REFLECTED OFF OF THE BOTTOM LINE FROM LAST YEAR BECAUSE THERE ARE OTHER INCREASING COSTS.

>> OVERALL BUDGET.

BUT THERE WERE CRITICAL AREAS WITHIN THE TRANSPORTATION SYSTEM, WE WERE ABLE TO FIND REDUCTIONS, ONE AT THE VERY BEGINNING.

YEAR, REDUCING THE NUMBER OF TRIPS IN OUR SYSTEM, WE HAD AT ONE POINT REDUCED 7% OF THE NUMBER OF TRIPS THAT WE HAVE. PUTTING IT IN TO RAW NUMBERS WE HAVE ABOUT 3200 TRIPS PER DAY WE HAVE REDUCED THAT BY ABOUT 7% EARLY ON IN THE YEAR, ALTHOUGH THAT'S A SMALL NUMBER THAT AMOUNTS TO ROUGHLY \$5 MILLION OVER THE COURSE OF THE YEAR.

>> REDUCED BY --

BY 7%.

UNFORTUNATELY DUE TO SOME FACTORS THAT WERE BEYOND OUR CONTROL, PROBABLY SOME FACTORS WITHIN OUR CONTROL WE ENDED UP WITH REDUCTION OF ABOUT 3% OF TRIPS OVER THE COURSE OF THE YEAR.

THAT'S LARGELY BECAUSE THERE WERE ADDITIONS TO OUT OF DISTRICT SPECIAL EDUCATION THAT CAME TO US DURING THE YEAR OR THERE WERE SERVICE PROBLEMS THAT WE HAD TO ADDRESS BY WHAT WE CALL SPLITTING ROUTES WHICH MEANS YOU'RE ADDING TRIPS TO THE SYSTEM AND SOME OTHER FACTORS THAT THEN AID INTO THAT INITIAL AMOUNT OF SAVINGS.

BUT ALSO WORKED WITH OUR CONTRACTOR, WE WORKED VERY CLOSELY WITH THEM ABLE TO FIND ROUGHLY \$2 MILLION IN PROTECTED SAVINGS AGAIN, AT THE BEGINNING OF THE YEAR, UNFORTUNATELY THERE WERE SOME ISSUES THAT CAME UP DURING THE YEAR, UNDER THAT

CONTRACT, THINGS LIKE VEHICLE INSURANCE AND HEALTH INSURANCE THAT SPIKED UNANTICIPATED WAY THAT ATE INTO THOSE SAVINGS AS WELL.

>> TURNING TO PAGE 10 OR SLIDE 10 THE BUDGET BREAK DOWN BY CATEGORIES DO THESE ALL GO UP FROM FY17?

IN FY18 BUDGET HAVE THEY ALL GONE UP?

>> RIGHT.

FROM FY17.

>> THAT'S A GOOD QUESTION.

YES, I BELIEVE SO.

WE CAN GET BACK TO YOU WITH THAT DETAIL.

QUICK ANSWER IS, YES, ROUGHLY.

>> IT WOULD BE GOOD TO SEE IF IT'S DRIVERS, TALKING ABOUT THAT PEAK IN HEALTH CARE THE COST OF THAT, WHAT IT WAS IN FY17 WHAT IT WAS IN FY18.

I IMAGINE ALL OF THIS WENT UP BECAUSE OVERALL IT WENT UP, WHO KNOWS COULD HAVE BEEN ONE CATEGORY GROWING UP.

>> I CAN TELL YOU, FOR EXAMPLE, DUE TO OUR COLLECTIVE BARGAINING AGREEMENT WE'LL INCREASE IN FY18 ABOUT \$500,000.

I EXPECT THAT OVERALL, DRIVER'S BENEFITS MIGHT INCREASE, HEALTH INSURANCE IS ONE OF THE AREAS WHERE WE WERE HIT HARD WITH UNANTICIPATED RISE IN COST, ABLE TO NEGOTIATE WITH THE HEALTH INSURANCE PROVIDERS.

ABOUT HALF WAY THROUGH THE YEAR TO GET A MORE FAVORABLE PACKAGE THAT LED TO SOME SAVINGS HALF WAY THROUGH THE YEAR THAT WILL CONTINUE TO REALIZE IN FY18 AS WELL.

IT COULD BE A CHANCE THAT OVERALL DRIVER BENEFITS LINE COULD GO DOWN IN TOTAL COST. WE ALSO SAW INCREASE IN FUEL EXPENSES OVER THE COURSE OF FY17 THAT WE'RE NOT ANTICIPATING RIGHT NOW IN FY18.

>> INCREASE IN FUEL EXPENSES FROM LAST YEAR?

>> YES.

ONLY REASON I ASK, WE HAVE THE FIRE DEPARTMENT, FOR EXAMPLE, BUDGET HEARING I WAS SHOCKED TO SEE THE MAINTENANCE, THEIR FLEET AND FUEL, OVERALL BUDGET WENT DOWN BY HUNDREDS EVER THOUSANDS OF DOLLARS, NUMBER ONE THEY POINT TO WAS REDUCTION IN FUEL COST. MIGHT NEED BPS TO CALL THE FIRE DEPARTMENT.

>> MIGHT SAVE 200,000. COULD BE SYMPTOM OF THE AMOUNT OF HOURS THE BUSES MUCH ON THE ROAD. BUT WE SAW IN OVER RUN OF ABOUT 700,000 IN FUEL EXPENSES IN FY17.

>> LOT OF THE FUEL IS DIESEL. CORRECT. THE RECENT FUEL BUS PURCHASES HAVE ALL BEEN PROPANE.

>> WOULDNT'T FIRE BE DIESEL, TOO? A LOT OF THEM. BE INTERESTING TO SEE. THAT WAS NUMBER ONE THING THEY POINTED TO WHY THAT SORT OF CATEGORY OF THE FLEET AND THE TRUCKS AND ENGINES WENT DOWN WAS BECAUSE OF FUEL COSTS GOING DOWN.

SO, YEAH, I'D LOVE TO SEE FURTHER SORT OF BREAK DOWN.

>> IT'S VERY HELPFUL, TOO, BY THE WAY. MY LAST QUESTIONS SORT OF BIG PICTURE, OTHERWISE I THINK WE'LL BE HAVING THE SAME CONVERSATIONS EVERY YEAR. I WOULD LOVE TO KNOW WHAT -- TO HAVE A SAFE, RELIABLE, EFFICIENT TRANSPORTATION SYSTEM FOR BPS GIVEN NUMBER OF STUDENTS WE HAVE UNDERSTANDING THAT THAT POPULATION IS SORT OF DECLINING IN SOME YEARS OVERALL BPS IS GOING DOWN.

WHAT THAT WOULD COST US, I THINK WE DID THE COST SAVING MEASURE IN FY17, WHAT'S OUR OVERALL GOAL. FOR EXAMPLE, TO HAVE A SAVORY LIABLE TRANSPORTATION SYSTEM WOULD 80 MILLION GET US THAT,

WOULD 50 MILLION, WHAT OPTIONS ARE WE LOOKING AT TO DETERMINE WHAT THOSE NUMBERS COULD BE AND THEN WHAT IS THE PLAN TO GET TO THAT?

BECAUSE I FEEL AS THOUGH EVERY YEAR WE'LL COME BACK JUST KEEP GOING UP.

I'M NOT SURE WE'RE LOOKING AT ALL THE OPTION, IS THAT MIGHT BE OUT THERE TO MAKE IT GO DOWN.

SO BE CURIOUS TO KNOW, ANY CONVERSATIONS ABOUT HOW BEST CAN DO THIS IN SET A TARGET THAT WOULD GIVE US A SAFE, RELIABLE SYSTEM THEN WORK TOWARDS THAT?

>> IF IT'S OKAY FOR ME TO SAY, I THINK THAT WE --

>> YOU CAN SAY WHATEVER YOU LIKE.

>> THANK YOU.

I THINK THAT WE HAVE A SAFE, RELIABLE SYSTEM RIGHT NOW.

IT'S VERY, VERY SAFE.

IT'S NOT ALWAYS AS RELIABLE AS I'D LIKE IT TO BE, I'LL BE FRANK ABOUT THAT.

BUT I THINK IN GENERAL WE HAVE A SAFE, RELIABLE SYSTEM AND WE'RE CONSTANTLY TRYING TO FIND WAYS TO MAKE IT SAFER AND MORE RELIABLE BOTH IN TERMS OF HOW WE WORK WITH SCHOOLS AROUND BUS STOP SAFETY OR DISMISSAL OR ARRIVAL PRACTICE TO MAKE SURE THAT THOSE ARE ADMINISTERED SAFELY.

WE WORK WITH OUR DRIVERS AND MAKE SURE THAT THEY HAVE TRAINING ON A YEARLY BASE, TO MAKE SURE THAT OUR DRIVING IS SAFE AT ALL TIMES.

AND WE'RE CONSTANTLY LOOKING AT OUR ROUTES TO FINE TUNE ANY PROBLEMS IN THE SYSTEM TO MAKE SURE THEY CAN BECOME MORE RELIABLE.

THE TRANSPORTATION CHALLENGE THAT WE'RE IN THE MIDST OF RIGHT NOW, WE'RE HOPING WILL YIELD BENEFITS IN FY1 BUT PROBABLY SOME IN FY18 AS WELL TO ALLOW OUR ROOTS TO BE MORE EFFICIENT, THE MORE EFFICIENT THEY BECOME

THE MORE WE SAVE BUT ALSO THE MORE RELIABLE THOSE ROUTES BECOME AS WELL.

SO WE'RE HOPING TO GET SOME BENEFITS FROM THAT PROJECT THAT WILL ALLOW US TO SAVE MONEY AND ALLOW THE SYSTEM TO BECOME MORE RELIABLE.

THERE ACTUALLY COULD BE WAY WHERE WE GET MORE SAFE AND MORE RELIABLE BUT NOT AT A MUCH HIGHER COST.

>> MY QUESTION IS, DO WE ENVISION THEN IF WE SEE OUR SYSTEM IS SAFE AND RELIABLE, I WOULD SAY THERE ARE A FEW PARENTS WHO HAVE HAD UNPLEASANT EXPERIENCES.

OUR BUDGET FOR TRANSPORTATION WILL ALWAYS BE AT \$100,000 OR SOMEWHERE IN THAT BALLPARK, WASTE OF TIME FOR US TO KEEP COMING BUCK TO THE BUDGET HEARINGS EXPECTING IT TO GO DOWN OVER TIME, FOR US TO CONTINUE TO DO THESE EFFICIENCY MEASURES, ALL OF THESE INNOVATIVE TOOLS THAT YOU GUYS ARE DEVELOPING AND EXPECT IT TO GO DOWN TO SAY 80 MILLION, 70 MILLION OR SHOULD WE JUST ACCEPT THAT OUR BUDGET IS GOING TO BE IN THE -- SOMEWHERE IN THE 100 MILLION RANGE?

>> I DON'T THINK WE CAN ACCEPT THAT.

I DO HOPE THIS IS -- I'LL SAY THAT JOHN AND MY TEAM HAVE BEEN WORKING INCREDIBLY CLOSELY TOGETHER FOR ALMOST A YEAR NOW TO TRY TO TACKLE THE SUM FROM EVERY ANGLE WE CAN.

WE ARE BRINGING IN SCIENTISTS AND NATIONAL EXPERTS FROM MIT WE'RE LOOKING AT ISSUES THAT ARE CLASSIC COMPUTER SCIENCE CHALLENGES, BRINGING IN THE BEST AND BRIGHTEST MINDS FROM ACADEMIA AND PRIVATE INDUSTRY, TRYING TO FIGURE OUT HOW CAN WE OFFER THE SERVICE WE OFFER TODAY AT A MUCH LOWER COST.

WE WOULDN'T BE SPENDING SOME MUCH OF OUR TIME IF WE WEREN'T HOPE HALF WE COULD MAKE A

SIGNIFICANT CHANGE IN THE NUMBER OF STOPS, ROUTES AND BUSES THAT ARE NEEDED TO PROVIDE THE SAME AMOUNT OF TRANSPORTATION IN THE FUTURE THAT WE PROVIDE TODAY.

OUR OPTIMISM REMAINS BUT WE NEED A LITTLE MORE INFORMATION FROM ALL THOSE EFFORTS THAT WE HAVE TO MAKE ANY KIND OF COMMITMENT AS TO HOW FAR WE CAN GO.

DO YOU WANT TO SAY SOMETHING?

>> THERE ARE AS MENTIONED BEFORE A NUMBER OF FACTORS THAT ARE BEYOND OUR CONTROL.

THE MORE WE FIND WAYS TO BRING THOSE UNDER OUR CONTROL, WHETHER IT'S THROUGH STATE LAW OR OTHER BOLD POLICY MOVES, THE MORE HOPE THAT WE CAN HAVE TO ACTUALLY PUT A SIGNIFICANT DENT INTO THE TRANSPORTATION BUDGET.

FAILING THAT, AS I SAID BEFORE WE'RE OPERATING IN THE MARGINS A LITTLE BIT, WITH SOME INCREDIBLY SMART, TALENTED PEOPLE RIGHT NOW THAT WE THINK WILL ALLOW US TO REALLY MAKE SOME IMPACTS ON A BUDGET.

BUT WITHOUT SOME BOLD MOVES DOWN THE ROAD IT'S GOING TO BE HARD FOR US TO ENVISION A WORLD WHERE IT DOES GET BACK DOWN TO 80 MILLION.

THE OTHER THING I'LL POINT OUT FOR THOSE WHO HAVE BEEN AROUND THE SYSTEM FOR A LONG TIME, YOU'LL KNOW THAT OUR TRANSPORTATION COSTS HAVE ENCLOSED OVER TIME.

PART OF THE JUMP THAN WE HAD IS THE CHANGE IN CONTRACT PROVIDER. WE HAD A PREVIOUS CONTRACT PROVIDER WHO HAD A CAP IN COST THAT THE CITY COULD ABSORB, ANYTHING BEYOND THAT THE CONTRACTOR HAD TO ABSORB 100%. DEPENDING ON THE CONTRACT THAT WE HAVE, THERE ARE ALSO SOME COST.

>> WHO WAS THAT JUST CURIOUS AND I'M DONE.

>> WE HAD HAD -- WE BELIEVE THAT FIRST STUDENT MAY HAVE OPERATED AT A LOSS MOST LIKELY.

THAT THE SOMETHING THAT CAN BE MISLEAD WHEN YOU LOOK AT THE HIS TORE COOL COST FOR TRANSPORTATION.

>> THANK YOU.

LET ME ACKNOWLEDGE THAT WE'VE BEEN JOINED BY COUNCILOR FRANK BAKER AND COUNCILOR MATT O'MALLEY.

COUNCILOR JACKSON.

>> MR. CHAIR, I WANT TO THANK COUNCILOR CAMPBELL FOR HER LINE OF QUESTIONING, I KIND OF WANTED TO TRY TO GET THROUGH BOTH OF THESE.

BUT ON THE STUDENT TRANSPORTATION SIDE, WE WERE PROMISED A \$10 MILLION SAVINGS LAST YEAR.

WHAT WAS THE SAVINGS LAST YEAR?

>> OVER THE COURSE OF THE YEAR WE SAVED ABOUT \$7 MILLION AT ONE TIME IN THE YEAR.

BUT UNFORTUNATELY MUCH OF THAT SAVINGS WAS ERODED DUE TO FACTORS THAT I MENTIONED BEFORE.

AS ALSO MENTIONED WE DO NOT EXPECT THAT SAVE TONGS COME OFF OF THE BOTTOM LINE, WE EXPECTED TO HAVE SAVINGS DURING THE YEAR THAT WE KNEW WERE GOING TO BE OFFSET BY MAINTENANCE COST INCREASES BUT HOPEFUL TO REACH THAT GOAL AND WE DID NOT.

WE ARE LOOKING AT IT RIGHT IF YOU AS TWO-YEAR GOAL THAT WE'RE CONFIDENT THAT WE CAN REACH.

>> WE DIDN'T SPEAK ABOUT TWO-YEAR GOAL.

WE SPOKE ABOUT -- YOU WERE GOING TO SAVE \$10 MILLION.

DID WE SAVE \$10 MILLION LAST YEAR?

>> NO.

DID WE SAVE ANYTHING LAST YEAR?

IN TERMS OF NET BOTTOM LINE?

>> YES.

WE KNEW COST ARE GOING UP.

WE HAVE NEW FUEL, SUPPORT THAT WE HAD LAST YEAR WAS TO SAVE \$10 MILLION OFF OF THE RISING COSTS AS PART OF INFLATION AND CONTRACTUAL AGREEMENTS.

>> SO, CAN YOU SPEAK IN NUMBERS?
YES.

THIS IS AN ISSUE.

WE HAVE THE FOLKS HERE WHO ARE
FRETTING OVER \$100,000 -- WE'RE
TALKING ABOUT \$10 MILLION
OVERSPENDY SEN SHELLY BECAUSE WE
WERE GUARANTEED, I WOULD LOVE TO
HAVE GIVEN HER 10 MILLION TO THE
FOOD, MAYBE MORE PEOPLE WOULD
EAT IT.

SO I GUESS, IT'S KIND OF
INTERESTING AND IRONIC THAT
WE'RE ACTUALLY HAVING THESE
CONVERSATIONS TOGETHER.

SO, WE'RE NOW -- \$3 MILLION
INCREASE IN TRANSPORTATION THIS
YEAR?

>> THE INCREASE IN THE BUDGET
YEAR OVER YEAR IS 7.9 MILLION.

>> OKAY.

IN TERMS OF BASIC 'FIX AND
SUBTRACTION, WE WERE PROMISED
\$10 MILLION DECREASE LAST YEAR,
WE'RE HERE HAVING A CONVERSATION
ABOUT A 7.MILLION INCREASE.

CAN YOU HELP ME UNDERSTAND THAT?

>> I WOULD DISTINGUISH BETWEEN
AS JOHN HAD SAID THAT OUT
OUTSIDE OF OUR CONTROL AND
INSIDE OF OUR CONTROL.

A LOT OF ASPECTS OF OPERATING
WE'VE HAD A SIGNIFICANT INCREASE
IN OUR STUDENTS WHO RECEIVE DOOR
TO DOOR TRANSPORTATION, OVER
HALF THAT HAVE IS DUE TO THE
GROWTH OF THE STUDENTS WHO WE'RE
SERVING WHO HAVE AUTISM.

WE'VE HAD INCREASE IN NUMBER OF
CHARTER SEATS OF OUT OF DISTRICT
PLACEMENTS, CONTRACTUAL WITH OUR
DRIVERS, INCREASING HEALTH CARE
AND FUEL COST.

WHAT WE'RE TRYING TO DO AS A
TEAM IS TAKE THE THINGS THAT ARE
WITHIN OUR CONTROL AND OFFER THE
SAME SERVICE TO OUR STUDENTS AT
A LOWER COST, OF COURSE I WOULD
HAVE LIKED TO BE SITTING HERE
SAYING WE GOT EVERY DOLLAR WE
HOPED TO GET NEXT YEAR.

BUT I AM SO PROUD TO SAY THAT
WE'RE GOING TO HIT OVER TWO
YEARS WITHOUT CHANGING ANYTHING

ABOUT THE SERVICE WE OFFER TO
OUR STUDENTS AND IN FACT
CONTINUING TO RESPECT -- THE
DELIVERY OF STUDENTS NO MATTER
THEIR NEEDS.

>> THE THING THAT WE'RE TRYING
TO DO HERE IS TO BALANCE A
BUDGET AND TO VOTE ON A BUDGET
THAT'S ACTUALLY ACCURATE.
AND THAT DIFFICULTY IS WHEN WE
HAVE FOLKS WHO SIT BEFORE US AND
TELL US THAT THEY'RE GOING TO
SAVE \$10 MILLION IN THE NEXT
YEAR THEY DIDN'T SAVE THE \$10
MILLION THEN ASK US FOR
ADDITIONAL 7.9 MILLION, I'M
SORRY, I THINK IT'S REALLY
IMPORTANT THAT WE THINK ABOUT
THAT.

WITH THOSE INCREASES HOW MANY
HIGH SCHOOL STUDENTS ARE
RECEIVING M7 PASSES?
AND WHILE YOU'RE AT IT HOW MANY
HIGH SCHOOL STUDENTS ARE
RECEIVING THE S PASS?
BECAUSE THE ISSUE THAT I'VE
HEARD FROM MANY HIGH SCHOOL
STUDENTS IS THAT, THIS IS
ACTUALLY A SAD REALITY THAT THE
YOUNG PEOPLE ARE CHOOSING
SCHOOLS BASED ON THEM BEING AT
LEAST TWO MILES AWAY BECAUSE YOU
DON'T GET A PASS, YOU DON'T GET
M67 PASS YOU GET THIS DISCOUNT S
PASS.

THAT THE NOT HOW WE WANT PEOPLE
CHOOSING SCHOOLS.
IF WE'RE GOING TO GO UP -- IF
WE'RE GOING TO ADD, WHY AREN'T
WE ADDING SERVICES AND TAKING
CARE OF THE YOUNG PEOPLE WHO ARE
WALKING THROUGH NEIGHBORHOODS
AND COMMUNITIES, I DON'T KNOW IF
YOU SAW THE METRO BY YESTERDAY
THAT NOTED SOME OF THE SCHOOLS
IN THE CITY OF BOSTON THAT ARE
IN NEIGHBORHOODS THAT THERE ARE
MAN AUTO INCIDENTS, IF WE'RE
ADDING ADDITIONAL COSTS, WHY NOT
GO AHEAD AND ADD M7 FOR ALL HIGH
SCHOOL STUDENTS SO THAT WE CAN
ASSURE THAT THEY GET TO AND FROM
SCHOOL SAFER.

>> IT'S SOMETHING THAT WE'RE

CERTAINLY LOOKING AT.

I KNOW, COUNCILOR, SOMETHING THAT YOU BROUGHT TO THE DISTRICT BEFORE TO ANSWER YOUR EARLIER QUESTION, WE HAVE LIKE 15,400 OF THOSE STUDENTS AND ANOTHER 10,000 BOSTON PUBLIC SCHOOLS STUDENTS ACROSS GRADES 6-12.

>> DO THAT ONE MORE TIME?

THE TOTAL NUMBER OF STUDENTS IN BOSTON PUBLIC SCHOOLS THAT RECEIVE MBTA PASSES AS OF OUR LAST COUNT IS 15,4412.

THERE ARE AN ADDITIONAL 10,641 STUDENTS ACROSS THAT SAME SPAN OF GRADES WHO DO NOT RECEIVE MBTA PASSES, EITHER YELLOW BUS TRANSPORTATION OR INELIGIBLE FOR THE PASSES FEW TO THE DISTANCE FROM HOME TO SCHOOL.

>> DO ALL OF THEM RECEIVE AN S PASS IF THEY ARE INELIGIBLE?

>> TO MY KNOWLEDGE, THEY ARE ELIGIBLE FOR THE PASS, I DON'T KNOW THAT FOR SURE.

YES, THEY ARE ELIGIBLE FOR S PASS WHETHER OR NOT THEY RECEIVE IT, I CANNOT SAY, OR SPEAK TO THAT.

>> THE FOLKS WHO ARE WATCHING AN S PASS TO DISCOUNT PASS, WHAT IS THE FEE EACH WAY?

>> I DON'T KNOW.

THE REASON WHY THIS IS AN ISSUE, I HAVE SPOKEN TO YOUNG PEOPLE WHO CAN'T AFFORD TO GO TO SCHOOL.

THEY ARE WALKING, WE ACTUALLY TOOK A WALK FROM MADISON PARK TO RIGHT AROUND THE BLUE HILL AVE. AREA.

IT HAPPENED TO BE ON A NICE DAY SO THAT MEANT I WAS PRETTY SWEATY WHEN I FINISHED.

BUT THIS YOUNG PERSON DIDN'T ACTUALLY TAKE THE DIRECT PATH, THE FATSEST PATH BECAUSE HE HAD TO NEGOTIATE SEVERAL AREAS WHERE PEOPLE HE DIDN'T WANT TO SEE WERE AROUND SO IT WAS NOT AT ALL A DIRECT PATH FOR ALL OF THE ADULTS.

IF WE'RE ADDING -- UNDERSTAND THIS IS AT THE SAME TIME WE'RE

SPENDING \$13 MILLION A YEAR ON HUMAN CAPITAL, HIS OPPORTUNITY COST HERE THAT ARE BEING SPENT, HOW MUCH IS IT PER S PASS?

>> S PASS IS DETERMINED, THE PRICE IS DETERMINED MORE BY THE ROUTE THAT THE STUDENTS TRAVEL BUT IT'S HALF OF THE FARE, MANY OF OUR STUDENTS WILL PAY A DOLLAR, 1.25 SOMETHING ALONG THOSE LINES FOR THE S PASS. ALL STUDENTS ARE ALSO ELIGIBLE TO PERFORM THE M7 PASS FOR \$29 THAT WE PROVIDE TO THE STUDENTS WHO ARE ELIGIBLE THAT IS \$2 A MONTH.

WHICH I UNDERSTAND THAT THERE SOME ARE COST IMPLICATIONS THERE FOR STUDENTS WHO MIGHT HAVE TROUBLE AFFORDING THAT.

BUT A THIRD OF THE NORMAL COST.

>> HOW MANY STUDENTS -- WHAT'S OUR POVERTY RATE FOR STUDENTS OR DID IT THAT WE HAVE ON STUDENTS?

>> 69.8.

OF OUR STUDENTS QUALIFY AS LOW INCOME.

>> REDUCED LUNCH?

WE USE THAT.

NEARLY 70% OF OUR STUDENTS, THAT TELLS YOU THAT THOSE STUDENTS CAN'T AFFORD IT.

WITH THAT SAID, AROUND THE FOOD CONTRACT I WENT TO BOSTON LATIN SCHOOL -- BOSTON LATIN ACADEMY TO HAVE LUNCH.

I SADLY HAD THE BARBECUE CHICKEN, NOT GOOD.

AND WHAT WE SAW IS MOSTLY THE STUDENTS AND THE PEOPLE IN THE CAFETERIA WERE LOVELY INDIVIDUALS BUT THE QUALITY OF FOOD WAS PRETTY POOR.

AND ALL OF THE CONVERSATIONS I HAD WITH YOUNG PEOPLE THAT'S AN ISSUE.

I GUESS MY QUESTION IS, WE HAD ONE OF THE VENDORS, THIS IS I BELIEVE IS WOODSON WHO ANNOUNCED DAY AFTER THEY PUT IN RFP THAT THEY WERE OPENING A PLANT HERE.

I GUESS MY QUESTION IS, WHAT IS THE CURRENT LEVEL OF HAPPINESS WITH THE CURRENT VENDOR BASED ON

CONSUMERS?

WHAT I WOULD SAY TO YOU IS MOST EXPENSIVE FOOD IS THE FOOD THAT GETS THROWN AWAY.

WHOLE LOT OF FOOD IS GETTING THROWN AWAY ON A REGULAR BASIS. IN THIS CONTRACT, YOU SURVEY PEOPLE AROUND PEOPLE FEEL ABOUT THE CURRENT FOOD BECAUSE, AGAIN, THIS IS NOT A SCIENTIFIC SURVEY BUT I HAD THREE PERIOD OF LUNCH PEOPLE WERE NOT PLEASED. THIS IS ON PIZZA DAY.

HAVING THOSE CONVERSATIONS WITH STUDENTS THERE WAS NOT HIGH LEVEL OF CONSUMER CONFIDENCE.

>> WHAT I'LL SAY RESPECTFULLY, COUNCILOR, IS THAT I'VE ASKED TO ADDRESS ANYTHING TO SATISFACTION OR SURVEYS ALONG THOSE LINES BUT WE'D LIKE TO REFRAIN FROM ANY DISCUSSION OF THE VENDORS THEMSELVES.

>> THAT'S YOUR CURRENT VENDOR, RIGHT?

WHO IS CURRENT VENDOR?

>> IS WOODSON.

'M ONLY SPEAKING ABOUT THE VENDOR WHO YOU CURRENTLY HAVE, RIGHT?

I'M NOT SPEAKING ABOUT COMPETITORS, THIS IS IN REALTIME, WOODSONS IS YOUR CURRENT VENDOR, CORRECT?

>> CORRECT.

THAT'S ALL I'M SAYING.

I THINK THAT IS RELEVANT AND FAIR THING PLACED ON THE RECORD BASED ON THE FACT IT'S YOUR CURRENT VENDOR.

SOY -- AND THEIR PERFORMANCE IS AN ISSUE, IF THEY'RE NOT PERFORMING IN THE CONTRACT, I DON'T KNOW WHO YOU HAVE IN THE SECRET ENVELOPE BUT WHAT I WOULD SAY TO YOU THAT IS A PROBLEM THIS WE'RE NOT LOOKING AT CURRENT PERFORMANCE AND WE'RE LOOKING AT A NEW CONTRACT. IS THERE OTHER PERFORMANCE MEASURE THAT WOODSONS HAS HAD TO DATE?

>> PERFORMANCE WE LOOK AT PARTICIPATION, WE LOOK AT

EVALUATION OF THE FOOD QUALITY
AND THE OPPORTUNITY TO BE
INNOVATIVE WITH THE MENU.

AND WE BASE OFF OF THAT, WE MAKE
THOSE CHANGES AND ADDRESS THOSE,
WITHIN THE MENU SEE HOW
PARTICIPATION IS IMPACTED.

>> HAVE YOU HAD ANY INCREASES?
IT'S BEEN STEADY.

NOT AN INCREASE OR DECREASE IT'S
BEEN STEADY.

WE COMPARE IN REFERENCE TO
SCHOOLS THAT RECEIVE MEALS THAT
ARE PREPARED WHICH BOSTON LATIN
ACADEMY IT IS A SCHOOL THAT
RECEIVES PREPARED MEALS -- I'M
SORRY, PREPARE THEIR OWN MEALS
IT'S NOT A SATELLITE SCHOOL.

VERSUS A SCHOOL THAT DOES
RECEIVE ITS VENDED MEALS, THE
PARTICIPATION IS PROBABLY AROUND -- WE COMPARE ELEMENTARY
SCHOOLS, 70% OF THE SCHOOLS
AT -- CAFETERIA VERSUS 60% AT
SATELLITE SITE.

BUT AGAIN IT'S A MEASUREMENT OF
PARTICIPATING, NOT NECESSARILY
IF THEY CONSUMED EVERYTHING.

>> THE GOAL, I HEARD YOU SAY IS
TO INCREASE.

IF SOMETHING IS BEING STEADY OUR
GOAL IS TO INCREASE THEN WE ARE
NOT INCREASING, I THINK THAT IS
VERY CRITICAL.

I'M SAYING -- YOU'RE NOT THE ONE -- YOU OBVIOUSLY CONSIDERING
THIS BUT THESE ARE THINGS THAT
WE NEED TO KNOW.

\$35 MILLION IS A LOT OF MONEY
FOR A BUSINESS UNIT AND I'M SURE
A SIZABLE PORTION OF THAT --
CURRENT CONTRACT, PRICE FOR
FOOD.

>> CURRENT THREE YEAR CONTRACT
THAT WE HAVE RIGHT NOW IS \$36
MILLION.

>> 36 MILLION.

FOR THREE YEARS ENCOMPASS ALL
OF THE MEALS AT SATELLITE
SCHOOLS.

>> ARE WE LOOKING AT LOCALLY
SOURCED -- WE HAVE COMMONWEALTH
KITCHEN IN MY DISTRICT THAT
THERE ARE FOLKS AND
ENTREPRENEURS IN THE CITY OF
BOSTON WHO SHOULD BE INVOLVED IN

THIS.

I THINK THERE'S SEVERAL FOLD
BOTTOM LINE THAT THE SCHOOL
DEPARTMENT NEED TO BEGIN TO LOOK
AT RELATIVE TO YOUR
EXPENDITURES.

WHAT ARE WE LOOKING AT RELATIVE
TO LOCAL SOURCING, WHAT
CURRENTLY HAPPENS IN CURRENT
CONTRACT AND WHAT ARE YOUR GOALS
AND OBJECTIVES IN THAT SPACE?

>> WONDERFUL QUESTION,
COUNCILOR, JACKSON THANK YOU.
WE CURRENTLY DO WORK WITH THE
COMMONWEALTH KITCHEN.

THE COMMONWEALTH KITCHEN ON
QUINCY AVENUE THEY HAVE GREAT
ENTREPRENEURS, WE'VE ACTUALLY
DONE A LOT OF TASTE TESTING.
YOU ARE ABSOLUTELY RIGHT IT'S
ABOUT STUDENT APPEAL AND STUDENT
APPROVAL.

WE'VE DONE A LOT OF MINI FOOD
SHOWS ACROSS THIS LAST FEW
MONTHS.

WE'VE DONE -- GONE OUT TO 24
SCHOOLS AND TASTE TESTED ABOUT
25 DIFFERENT ITEMS WHAT I
CONSIDER LITERALLY OUTSIDE OF
THE LUNCH BOX, NOT THE NORM,
THINGS THAT ARE DIFFERENT,
CULTURAL LURIE RELEVANT TO OUR
STUDENTS, OVER 5,000 STUDENTS
HAVE PARTICIPATED IN THAT.
ALSO THIS EVALUATION CRITERIA WE
TALKED ABOUT BECAUSE YOU'RE
RIGHT.

WHAT ARE WE DOING TO MAKING SURE
THAT THE STUDENTS ARE EATING
THAT THEY ARE HAPPY AND THAT WE
ARE SEEING SOME INCREASES IN
PARTICIPATION, STUDENTS' VOICE
IS MOST IMPORTANT THAT'S WHY
EVALUATION OF THE FOOD THAT
PART.

RFP IS KEY, MAKING SURE THAT
WHAT TASTE TESTED THAT STUDENTS
ARE ABLE TO SAY THAT, I LIKE
THIS, VERSE I LIKE THAT, VERSUS
I DIDN'T LIKE THAT.

>> I JUST WANTED TO ADDRESS YOUR
PREVIOUS QUESTION ABOUT THE
LEVEL OF QUALITY, JUST TO STATE
IT FOR THE RECORD.

LAST NIGHT WE HAD SIMILAR PRESENTATION OF SCHOOL COMMITTEE TO PRESENT TO A SCHOOL COMMITTEE MEMBERS ON NUTRITIONAL SERVICE, WE HEARD LOT OF VERY, VERY GOOD THINGS ABOUT THE QUALITY OF THE FOOD INCLUDING -- EVERYONE'S TASTES ARE DIFFERENT, SOMEONE COMMENTED FAVORABLY ABOUT BARBECUE MEAL, AND THEY LOVED IT, JUST MATTER OF PEOPLE'S PREFERENCES.

ONE OTHER THING I'D SAY YOU LOOK ACROSS THE DISTRICT, COMPETITION RATES IS WHICH ON SLIDE 21, FAR HIGHER THAN NATIONAL AVERAGE, LATIN ACADEMY I BELIEVE THEY ARE ALSO FAIRLY HIGH, I THINK CORRECT ME IF I'M WRONG WE SERVE ABOUT 1200 LUNCHESES THERE A DAY. >> ABOUT THAT MUCH.

MAYBE I WOULD SAY THIS, IN HAVING CONVERSATIONS WITH 7-12th GRADERS THEY WERE NOT PLEASED.

MANY OF THE YOUNG PEOPLE -- THERE WAS LONGER WAIT -- AS LONG A LINE TO THE VENDING MACHINE AS THERE WAS TO GET FOOD.

THE REAL ISSUE IF WE'RE DEALING WITH YOUNG PEOPLE WHO DON'T HAVE A CHOICE WE SHOULD GIVE THEM THE HEALTHIEST AND BEST OPTIONS. AND NOT SEEING SALAD BARS, NOT SEEING FRESH FRUIT, WE KNOW THAT MANY OF THESE YOUNG PEOPLE LIVE IN FOOD DESERTS, CHILDHOOD OBESITY AND NOT HAVING GYMS AT MANY OF THE SCHOOLS THAT WE'RE ACTUALLY TALKING ABOUT, NOT HAVING EXTENDED RECESS TIMES IN THESE AREAS MEAN THAT CONTRIBUTING TO THE DISPARITIES THAT EXIST, HEALTH CARE DISPARITIES THAT IS IN THE CITY OF BOSTON.

I THINK IT'S REALLY CRITICAL COMPONENT.

I'M GOING TO END WITH, I THINK IT'S IMPORTANT THAT WE HAVE CULTURALLY COMPETENT FOOD.

WE HAVE DIVERSE YOUNG PEOPLE.

I WOULD NOTE THAT IT DOES TROUBLE ME THAT WE ARE NOT

SEEING GROWTH IN THE SPACE AND AS I NOTED BEFORE, COUNCILOR PRESSLEY NOTED THE SCHOOL IS WHAT WE NEED TO BE THINKING ABOUT.

WE NEED TO THINK ABOUT HOW WE USE OUR DOLLARS, THERE ARE SEVERAL FOLD BOTTOM LINE, NOT LOOKING AT ROI BUT OUR RETURN ON OUR OBJECTIVE.

IT WOULD BE AMAZING IF SOME OF THESE YOUNG PEOPLE'S PARENTS COULD BE THE ONES WHO ARE GROWING THE FOOD THAT THEY ARE ACTUALLY EATING IN THE SCHOOLS. WE SHOULD BE THINKING HOW WE INNOVATE IN THIS SPACE.

BUT IF WE HAVE -- I'LL TELL YOU, I ACTUALLY AM A CONNOISSEUR OF FINE PIZZA.

THAT WAS NOT GOOD.

WHAT WE SAW, BY THE WAY VISUAL COMPONENT HERE, THERE'S A HUGE DIFFERENCE BETWEEN WHAT YOU SHOWED US IN TERMS OF THE PICTURE OF THE BARBECUE CHICKEN THAT YOU SAW VERSUS WHERE YOU WERE HEADED.

I THINK WE NEED VENDORS WHO HELP OUR LOCAL ECONOMY, WHO HELP BUILD UP BUSINESSES IN THESE NEIGHBORHOODS AND COMMUNITIES AND PROVIDE OUR YOUNG PEOPLE WITH THE FRESHEST FOOD.

ON THE TRANSPORTATION SIDE I WANT TO SEE SAVINGS.

PEOPLE SAY, COME IN HERE SAY THEY ARE GOING TO SAVE.

THESE FOLKS ARE MAKING MEALS ON 1.43, THOSE DOLLARS THAT WE COULD HAVE SAVED COULD HAVE MOVED OVER TO THIS SIDE AND ACTUALLY ADDED A QUARTER TO THEIR BUDGET AND HAD BETTER FOOD.

WITH THAT SAID I WANT TO GIVE PROPS TO MADISON PARK VOCATIONAL TECHNICAL HIGH SCHOOL.

I AM SO PROUD OF THE WORK THAT THEY HAVE DONE AT THE LOCAL LEVEL AND ALSO THE FACT THAT THEY WENT TO THE NATIONALS, ONLY COMPETED FOR THE FIRST TIME LAST YEAR AND THEY BROUGHT BACK

MEDALS, WE SHOULD NOT BE CUTTING THEIR SCHOOL.

455,000 WHEN THEY'RE DOING GREAT WORK.

THEY SHOULD BE APPLAUDED, WE SHOULD BE INVESTING IN THOSE STUDENTS.

THANK YOU SO OF, MR. CHAIR.

>> COUNCILOR BAKER.

THANK YOU, MR. CHAIR.

GOOD AFTERNOON, JOHN AND ELEANOR, GOOD AFTERNOON.

IN TRYING TO GET HERE LATE YOU MAY HAVE GONE OVER, CAN WE DISCUSS ABOUT WHAT THE IMPACT ON THE TRANSPORTATION BUDGET WAS OR THE BUSES AFTER THE SHIFT IN THE HOME BASE, MAYBE ALSO LIKE WHAT WAS THE IMPACT WHEN WE WENT FROM 7th AND 8th GRADERS NOW TAKING THE T.

>> I'M ACTUALLY VERY GLAD THAT YOU ASKED THAT QUESTION, COUNCILOR BAKER, BECAUSE I KNOW THIS RESPONSE TO A PREVIOUS QUESTION.

I UNDERSTAND HE STEPPED OUT OF THE CHAMBER RIGHT NOW BUT I CAN REPEAT WHEN HE COMES BACK IN. SLIDE 3 ON OUR PRESENTATION, YOU MIGHT HAVE IT IN FRONT OF YOU, SHOWS THAT DURING THE TIME OF HOME-BASED ASSIGNMENT IN TY14 NOW, THE TO TOTAL NUMBER OF OUR CORNER BUS TOP STUDENTS ARE DECREASE FRED NEARLY 23,000 TO A LITTLE UNDER 16,000 WE'VE HAD I BELIEVE A 7.1 THOUSAND DROP IN THE NUMBER OF CORNER BUS STOP STUDENTS.

WHAT WE CAN DO IS GO BACK WITH OUR TEAM AND DELINEATE FROM THERE WHAT OF THAT IS DUE TO HOME-BASED ASSIGNMENTS OR OTHER FACTORS INCLUDING THE MBTA. IT HAPPENED OVER LAST COUPLE OF YEARS AS WELL, CERTAINLY PART THAT HAVE DROP IS DUE TO THE RISE OF STUDENTS TAKING MBTA INSTEAD OF THE BUS SERVICE.

>> THE 7th AND 8th GRADERS.

CORRECT.

SOME 6th GRADERS.

>> COUNCILOR CAMPBELL GET INTO

IT A LITTLE BIT ABOUT THE COST,
THAT IT'S BASICALLY 100 MILLION
IN THAT KIND OF LOOKS LIKE WHAT
IT IS.

WHEN WE'RE TALKING ABOUT A
BILLION DOLLARS IN THE NEXT TEN
YEARS IN BUILDING NEW SCHOOLS
AND MAINTENANCE OF SCHOOLS ARE
WE LOOKING AT WAYS THAT WILL
DECREASE CORNER TO CORNER NUMBER
AGAIN LIKE -- CAN WE THINK ABOUT
THIS IN A SENSE WHERE IF WE'RE
BUILDING NEW SCHOOLS OR PUTTING
MAINTENANCE INTO NEW SCHOOLS, IS
THE IDEA MAYBE SOME OF THE UNDER
SERVED NEIGHBORHOODS OR PLACES
THAT DON'T HAVE A GOOD SCHOOL.
IS THAT GOING TO HELP US OUT YOU
THINK?

>> EXCELLENT QUESTION.

A COUPLE WAYS THAT WILL HELP US
OUT.

IT'S VERY INDIRECT.

BUT AGAIN COUPLE WAYS WILL HELP.
WE WERE VERY MINDFUL OF
DEMOGRAPHICS AND DEMOGRAPHIC
SHIFTS, INCLUDING ONE FIFTH OF
THE WORK STREAM WAS ON
DEMOGRAPHICS.

WE RELEASED DEMOGRAPHICS REPORT
WITH THE FORECAST OF POPULATION
GROWTH WITHIN THE CITY IN
DIFFERENT NEIGHBORHOODS.

WE WILL BE STRATEGIC SO THAT
WHERE WE INVEST IN NEW BUILDINGS
OR NEW SPACES WE'LL TRY TO MAKE
SURE THAT THOSE INVESTMENTS
MATCH AREAS WHERE WE EXPECT TO
HAVE POPULATION GROWTH.

SO AS TO NOT HAVE ISSUES LIKE WE
HAVE IN SOME PARTS OF THE CITY
TODAY WHERE WE DON'T QUITE
FRANKLY HAVE ENOUGH CAPACITY IN
OUR SCHOOLS TO MATCH NUMBER OF
STUDENTS WHO LIVE WITHIN THOSE
NEIGHBORHOODS.

TRYING TO GET AWAY FROM THAT IF
WE DO THEN WE'LL SEE AN INCREASE
IN THE NUMBER OF STUDENTS
ATTENDING SCHOOL CLOSER TO HOME
THEORETICALLY.

WHAT WE MAY ALSO SEE IS JUST DUE
TO THE NATURE OF SOME OF THE
MAJOR INVESTMENTS MAKING IN

SCHOOL BUILDINGS ACROSS, THOSE INVESTMENTS MY SERVE AS ENTICEMENTS FOR STUDENTS WHO LIVE CLOSER TO THOSE SCHOOLS WHO MAY BE RIGHT NOW ARE GOING FURTHER AWAY, BECAUSE THEY SEE THE SCHOOL DOWN THE STREET AS SOMETHING THAT'S JUST NOT WORTH ATTENDING BECAUSE --

>> NOT INVESTED IN OR WHATEVER. I JUST WANTED TO ADD, COUNCILOR BAKER, SET EXPECTATIONS, WHILE WE'RE DOING THIS IMPORTANT WORK IT'S ALSO I THINK IMPORTANT TO REMEMBER THE DEEP STRUCTURAL TREND THAT ARE AFFECTING OUR TRANSPORTATION SPENDING.

IF YOU TAKE A LOOK AT PAGE FIVE, SOME DATA, THE BAR ON THE LEFT SHOWS THE NUMBER OF STUDENTS TRANSPORTING THE BAR ON THE RIGHT HOW THE COST BY THOSE RIDER GROUPS.

LIGHT ORANGE PORTION AS AN EXAMPLE ARE BPS STUDENTS WHO WE SERVE THROUGH DOOR TO DOOR SERVICES THAT'S IN THEIR IEP. 11% OF OUR RIDERS, THAT HAS BEEN REAL SOURCE OF STRUCTURAL PRESSURE OVER TIME.

DUE TO THE FACT THAT WE'RE SERVING MORE STUDENTS WITH AUTISM, IT'S BEEN RATHER REMARKABLE THE NUMBER OF STUDENTS, NATIONAL TREND, SO I JUST WANT TO SET EXPECTATION APPROPRIATELY DESPITE ALL OF THE IMPORTANT WORK WE DOING HOW STUDENTS HAVE GREAT CHOICE CLOSE TO HOME AS THESE TRENDS CONTINUE, PUT PRESSURE -- CHARTER SCHOOLS FALL INTO THAT CATEGORY AS WELL.

>> AND SAYING THAT THAT WAS A PERFECT LEAD TO MY NEXT. WE'RE WORKING ON MAKING DECISIONS THAT WILL MAKE OUR SYSTEM MORE EFFICIENT, WHAT ABOUT WHEN WE'RE TALKING ABOUT CHARTER SCHOOLS AND PRIVATE SCHOOLS ARE THEY DOING THE SAME THING, ARE THEY TRYING TO -- OR WE FIGURING OUT THEIR ROUTES ARE

THEY INVOLVED IN THIS?

>> SOMETIMES WITHIN HEARINGS THE CHARTER SECTOR OR PAROCHIAL SECTOR GETS A BAD HAPPEN BECAUSE OF THE DRAIN ON OUR RESOURCES, THE FACT THAT IT IS EXPENSIVE, I JUST WANT TO BE CLEAR WE WORK VERY CLOSELY WITH THE CHARTER SCHOOLS.

WE DID FROM TIME TO TIME HAVE CHARTER SCHOOLS WHO ARE SEEK CAN DIFFERENT ARRANGEMENTS IN TRANSPORTATION, WE WORK VERY COLLABORATIVELY WITH THEM TO FIND SOLUTIONS THAT WORK BOTH IN THE DISTRICT AND THE SCHOOLS SO THAT THE DISTRICT ISN'T FORCED TO ABSORB HEAVY COST OVERRUNS DUE TO THE WISHES OF INDIVIDUAL SCHOOLS.

AS MENTIONED BEFORE COUPLE OF US WILL MEET WITH SEVERAL OF THE CATHOLIC SCHOOL, PAROCHIAL SCHOOL LEADERS IN THE ARCHDIOCESE THE NEXT FEW WEEKS TO EXPLORE SOME OF THE SAME OPTIONS WITH THEM.

THEN LAST THING I'LL SAY IS MAJOR INITIATIVES THAT WE'RE IN THE PROS OF EXPLORING RIGHT NOW THAT BE THE TRANSPORTATION CHALLENGE OR THE PROCEDURE I TALKED ABOUT BEFORE HAVING A SMARTER, MORE ROBUST SYSTEM OF OPTING STUDENTS OUT OF THE SYSTEM.

WE'RE WELCOMING CHARTER SCHOOLS AND PAROCHIAL SCHOOLS INTO THAT AS WELL.

SO ANY SURVEYS OR OTHER MATERIALS THAT EVER BEEN DISTRIBUTED TO OUR SCHOOLS ARE RELATED HAVE ALSO BEEN PASSED THROUGH THE PAROCHIAL AND CHARTER SCHOOLS.

>> THEY ARE JUST STARTING TO PARTICIPATE IN THAT NOW IF THEY DON'T NEED THE BUS, JUST STARTING TO SAY NOW, WE DON'T NEED THOSE SEATS, WHATEVER THE INDIVIDUAL PARENTS OF THE STUDENTS.

>> ALL SCHOOLS ARE JUST STARTING TO DO THAT RIGHT NOW QUITE

FRANKLY.

USED TO BE SOMETHING WE'D DO IN AUGUST, ALTHOUGH WE HAD MUCH MORE STRATEGIC ATTEMPT AT THAT THIS PAST SUMMER THEY ARE DOING MORE ROBUSTLY AND MUCH EARLIER NOW, WHEREIN THE NEXT DUMB OF WEEKS WE'LL RELEASE THAT SURVEY TO ALL WHETHER THEY ARE CHARTER, PAROCHIAL OR DISTRICT ASKING THEM TO OPT IN OR OPT OUT OF SERVICE.

IN THE MEANTIME WE'RE ALSO TRACKING BUS ATTENDANCE IN MEANINGFUL WAY OF SCHOOLS WE HAVEN'T DONE IN A LONG TIME. WE HEAR FROM PEOPLE THAT OUR BUSES DRIVE AROUND THE CITY MORE THAN HALF EMPTY SO WE ARE TRYING TO FIGURE OUT IF THOSE OF US WHO IN THE CHAMBER RIGHT NOW WERE ON SCHOOL BUS, ASSIGNED TO A SCHOOL BUS HOW MANY ARE ACTUALLY RIDING THAT BUS EVERY DAY.

IF I'M EVERY DAY NOT RIDING BUT NOT TELLING THE DISTRICT I'M OPTING OUT, TRY TO FIND PRIVATE OUTREACH TO THOSE FAMILIES, NOT TAKING UP A SEAT AND COSTING MONEY TO THE DISTRICT.

>> WE'RE ACTUALLY FAYING FOR THAT SEAT.

>> AS YOU'RE FRAMING THAT THOUGHT, COUNCILOR, APPENDIX B, YELLOW BUS SERVICE, THE INDIVIDUAL COSTS FOR EACH TYPE OF RIDER WITHIN OUR SYSTEM. YOU CAN SEE THE COST PER STUDENT ACROSS WHETHER IT'S CHARTER SCHOOL STUDENT OR SPECIAL EDUCATION STUDENT, BPS SPECIAL EDUCATION, SO ON.

>> HOW MANY STUDENTS DO YOU THINK WOULD FALL WITHIN THAT, THAT THEY HAVEN'T OPTED OUT IS IT A LARGE POOL OF STUDENTS?

>> COULD BE AS MANY AS 30% OF OUR ROUTED RIDERS.

MAY HARDLY HAVE RIDDEN THROUGHOUT THE COURSE OF THE YEAR MANY CASES FAMILIES CHOOSE NOT TOE OPT OUT BECAUSE THEY LIKE TO HAVE THE SAFETY VALVE SO TO SPEAK OF HAVING A BUS THERE.

BECAUSE THEY NEED IT ON A GIVEN EMERGENCY.
AND SOME CASES WE MAY HAVE JUST NOT DONE GOOD ENOUGH JOB COMMUNICATING IT TO FAMILIES, OR COMMUNICATED VALUE PROPOSITION TO SCHOOLS ON HOW WE NEED TO TRY TO LOWER THAT NUMBER.
>> WILL THAT -- IF YOU NEED IT FOR SAFETY NET, YOU NEEDED TO USE BUS SERVICE THREE TIMES IN THE WINTERTIME WHAT HAPPENS TO THAT FAMILY THAT OPTS OUT BUT MAY NEED TO USE THAT BUS A COUPLE OF TIMES?
>> SURE.
I'M JUST JUST GET ON THE BUS IF THEY KNOW WHERE IT IS.
>> OUR BUS DRIVERS ARE INSTRUCTED NOT TO TURN STUDENTS AWAY IF THEY SHOW UP AT THE BUS STOP, WE DO HAVE MANIFEST FOR EVERY BUS DRIVER THAT SHOWS EVERY STUDENT BY NAME.
THAT SAID, WE HAVE HUNDRED OF ADDRESS CHANGES ACROSS THE DISTRICT EVERY SINGLE DAY.
SO EVERY SINGLE WEEK WE'RE FINE TUNING ROUTES BECAUSE WE NEED TO ADD STUDENTS TO ROUTES WHO MAY NOT OTHERWISE HAVE BEEN ON THE ROUTES DUE TO ADDRESS MOVE OR REGISTRATION IN THE DISTRICT OR SOMETHING ELSE ALONG THOSE LINES.
WE'RE CONSTANTLY DOING THAT.
THOSE STUDENTS WHO MAYBE OPT OUT OF THE SYSTEM WILL ALWAYS HAVE THE OPTION OF OPTING BACK IN TO THE SYSTEM.
THEIR TEND TO BE A LAG SO THAT WE CAN WORK ACROSS THE LARGE NETWORKS BETWEEN BPS AND THE CONTRACTOR AND THE BUS DRIVERS TO MAKE SURE THAT NOTHING FALLS THROUGH THE CRACKS.
WE'RE WORKING WHO TO MAKE SURE THAT WE REDUCE THAT LAG TIME AS MUCH AS POSSIBLE.
RIGHT NOW IT COULD BE AS MUCH AS A WEEK, BUT SHORTER THAN THAT.
>> THE DOOR TO DOOR, IS THAT TYPICALLY A SINGLE --
>> UNLESS THAT STUDENT AS

SIBLINGS AT THE OTHER
SIBLINGS AT THE SAME HOUSE.
>> I WAS AT THE MURPHY A KID IN
A WHEEL CHAIR WAS STUCK THERE
TILL 5:00 O'CLOCK.
HE WAS GOING TO BRIGHT EN.
IS THAT BECAUSE THE MURPHY IS
THE ONLY HIGH END --
>> NO, WE HAVE SIX SCHOOLS
ACROSS THE DISTRICT THAT USE THE
VAST MAJORITY OF OUR WHEELCHAIR
BUSES.
WE HAVE APPROXIMATELY 50 WHEEL
CHAIR BUSES.
THE CARTER SCHOOL HAS A HIGH
WHEEL CHAIR POPULATION.
WE HAVE A NUMBER AT QUINCY
ELEMENTARY, BLACKSTONE, THE
ENGLISH, THE MURPHY, AS YOU
MENTIONED.
>> NOTHING OVER IN BRIGHTON.
THE MURPHY IS THE CLOSEST
SCHOOL?
>> THE BLACKSTONE MIGHT BE THE
CLOSEST SCHOOL.
>> YES.
OKAY.
>> THANK YOU, JOHN.
>> LAURA, HOW ARE YOU TODAY?
>> WELL, THANK YOU.
>> WE TALKED ABOUT THE SATELLITE
SCHOOLS.
36 MILLION FOR THE SATELLITE
SCHOOLS TO BRING LUNCH NO.
WHAT IS THE COST FOR THE REST OF
THE CYST I AM.
THE CAFETERIAS, THEY'RE NOT A
SATELLITE SCHOOL.
WHAT IS OUR COST?
>> IT'S ALMOST -- I HAVE HAD AT
ABOUT 1.9 MILLION A YEAR.
THAT'S WHERE AGAIN RATE THE
\$1.43 PER MEAL FOR LUNCH.
IT'S 43 SCHOOLS PREPARING THE
MEALS.
THE REST OF THE SCHOOLS, 85,
RECEIVED SATELLITE MEALS.
>> OKAY.
CAN YOU TALK ABOUT -- I WASN'T
HERE FOR THE PROJECT IN EAST
BOSTON.
>> SURE IT WAS A OPPORTUNITY TO
LOOK AT THE SCHOOLS THAT WE
CURRENTLY DO HAVE.

THAT RECEIVE THE SATELLITE
MEALS.

WHEN I HAVE GONE OUT TO VISIT
SCHOOLS, I LOOKED AT THE, WHAT
WOULD BE THE -- AS WE GO TO A
SCHOOL THEY PREPARE THE MEALS.
THEY GET ALL OF THE INGREDIENTS.
THEY PUT THE RECIPES TOGETHER.
YOU GET ALL OF THE AESTHETICS
WHEN YOU WALK IN.

YOU SMELL IT.

YOU HEAR THEM TALKING, PREPARING
FOR THE KIDS TO COME THROUGH THE
LINE.

IN SATELLITE SCHOOLS WE RECEIVE
OUR MEALS FROM A -- IT'S A TRAY
WITH PLASTIC WRAP.

YOU DON'T GET THE AESTHETICS.
YOU DON'T SMELL THE FOOD OR HEAR
IT PREPARED.

IN A SENSE YOU HEAR A LOT OF
DISHES CLANGING.

I WORKED WITH A FIELD
COORDINATOR.

SHE THOUGHT WHAT IF WE LOOK AT
WORKING WITH A SCHOOL THAT
PREPARES MEALS.

MAKE A LITTLE MORE AND SEE ABOUT
GETTING IT TO A SCHOOL SITE THAT
GETS THE SATELLITE MEALS AND SEE
THE IMPACT.

WITH THAT WE BUILT A PLAN AROUND
TAKING A KITCHEN THAT'S FULLY
STAFFED, FULL STAFF TO MAKE A
FEW MORE MEALS AND TRANSPORT
THEM TO ANOTHER LOCATION.

AT OTHER SCHOOL SITE RECEIVING
SATELLITE MEALS.

IT'S A OPPORTUNITY AS WE DEVELOP
OUR GOALS THIS YEAR, INCREASING
OUR PARTICIPATION, THINKING
ABOUT DECREASING -- WE HEAR
CONCERNS YOU TOOK THE MEAL BUT
MAYBE YOU PUT IT IN THE TRASH
BECAUSE YOU DIDN'T LIKE IT HOW
ABOUT UTILIZING OUR TECHNOLOGY
GO TO MEASURE HOW IT WILL WORK,
AND ABOVE ALL BUILDING THE
CULTURE WE CHANGE THE PERCEPTION
OF THE SCHOOL MEAL PROGRAM.

THAT THINGS CAN HAPPEN, WE GET
IDEAS OUT THERE AND TWEAK THE
ENVIRONMENTS TO HAVE A
OPPORTUNITY TO TRY SOMETHING

DIFFERENT FOR OUR STUDENTS.
>> SO IN EAST BOSTON, EAST
BOSTON HIGH THEY PREPARE THE
MEALS?
>> WE ARE PLANNING.
YES, WE'RE ROLLING THAT OUT.
I APOLOGIZE.
I INTERRUPTED YOU.
WE ARE ROLLING IT OUT TOWARDS
THE END OF THE MONTH.
IT'S A OPPORTUNITY TO, YES, EAST
BOSTON HIGH SCHOOL WILL BE THE
HUB.
THEY WILL PREPARE THE MEALS
TRANSPORTED TO THE EARLY
EDUCATION CENTER, THE KENNEDY,
AND.
EAST BOSTON IS A GREAT
OPPORTUNITY IT HAS THE OLDEST
FACILITIES.
WE WANT TO SEE WHAT WE CAN DO
WITH THE ENVIRONMENTS.
ALSO LOOKING AT HOW WE DO HAVE
THOUGH OUT OF THE 13 SCHOOLS OUT
THERE.
THROW SCHOOLS ARE -- THE REST
ARE SATELLITE SCHOOLS.
IT'S A OPPORTUNITY TO SEE HOW WE
CAN MAKE A IMPACT IN THE AREA.
>> THE THOUGHT IS TO USE THE
THREE SCHOOLS TO COVER ALL OF
EAST BOSTON.
>> IT WOULD BE TO TEST IT OUT,
PILOT IT OUT AT THE EAST BOSTON
HIGH SCHOOL MAKING THE MEALS AND
SEE HOW IT'S IMPACTING THE
STUDENTS.
ALSO TWEAKING THE FACILITIES TO
MAKE SURE THEY CAN RECEIVE THE
HEALS ACCURATELY AND SAFELY
BECAUSE WE'RE GOING TO CHANGE
HOW THEY'RE CURRENTLY SERVING
MEALS.
>> THANK YOU.
THANK YOU MR. CHAIR.
>> THANK YOU, COUNCILLOR
O'MALLEY.
>> THE TAPE AND MANY QUESTIONS
I'M INTERESTED IN AND HAVE BEEN
ASKED.
I WILL BE RELATIVELY WRAOEF.
I WANT TO START WITH A
COMPLIMENT.
I FEEL I'M A SCOLD IN THESE

THINGS.

THAT'S PART OF MY JOB, I WILL
GET TO THAT IN A MOMENT.
THE ON-TIME PERFORMANCE HAS BEEN
TERRIFIC.

IT WAS A ISSUE FOUR OR FIVE
YEARS AGO.

WE WERE KILLED WITH CALLS EACH
DAY.

I APPRECIATE THE GOOD LEADERSHIP
ON THAT, THE PICK UP AND
DELIVERY.

IT'S A MARKET IMPROVEMENT.

KUDOS FOR.

THAT

YOU KNOW, I AM SURE COUNCILLOR
ESSAIBI-GEORGE HAS ASKED.

I WILL REITERATE SOMETHING WE
FEEL STRONGLY ABOUT, LOOKING AT
A LATER START TIME FOR HIGH
SCHOOL STUDENTS AND PERHAPS
PILOTING THAT IN THE NEXT SCHOOL
YEAR.

IT SEEMS TO ME THAT COULD DOVE
TAIL NICELY WITH THE CONCERNS I
HAVE WITH THE KILMER, K-8 GOING
TO A EXTENDED START TIME.

ANY REPORT ON THAT?

>> YES, I'M HAPPY TO REPORT, WE
WERE ABLE TO FINALIZE THAT
RESPONSE YESTERDAY.

BECAUSE OF THE KILMER'S TWO
LOCATIONS AND THE FACT THAT THE
TWO LOCATIONS ARE MORE THAN A
MILE AND A HALF APART IT'S
EXTREMELY PROBLEMATIC TO TRY TO
LINK THEM WITH THE SCHOOLS
MENTIOND IN THIS SCENARIO.

IN FACT IN DOING SO WHAT WE HAVE
FOUND IS IF YOU TRY TO LINK
THOSE FOUR SCHOOLS TOGETHER IN
SOME COMBINATION, WE TRIED
SEVERAL WAYS.

YOU WOULD ADD MORE BUSES THEN IF
YOU JUST MOVED THE TWO KILMER
SCHOOLS TO THE 1:30 START TIME
ALONE.

THAT SAID THE REREMINDER, THE
TWO KILMER SCHOOLS HAVE 11 BUSES
LOWER AND 8 BUSES UPPER.

IF YOU MOVE THEM TO THE 8:30R.

TIER YOU MOVE THEM TO THE TIME
OF DAY WE HAVE THE MAX NUMBER OF
BUSES ON THE ROAD.

IF YOU MOVE THOSE 19 BUSES TO AN EARLIER TIME THERE IS A CHANCE YOU HAVE TO PURCHASE NEW BUSES TO DO THAT.

IF WE DIDN'T NEED TO PURCHASE NEW BUSES WE WOULD BE LEFT ON AVERAGE 80,000-DOLLAR OPERATING COST PER BUS.

TO THE FACT IT GOES TO THE PEAK TIME.

19 BUSES AT \$80,000 IT'S COST PRO HEUB TIFF.

WE HAVE LOOKED AT IT, COUNCILLOR.

WE HAVE LOOKED AT A NUMBER OF SEN IRE YOS PRESENTED TO US.

I WOULD OF LOVED TO COME UP WITH A SOLUTION FOR THE KILMER COMMUNITY.

UNFORTUNATELY WE HAVEN'T BEEN ABLE TO DO THAT JUST YET.

I HAVE SHARED THIS WITH THE COMMUNITY AS WELL.

>> HOW MANY BUSES GO TO WEST ROBBURG COMPLEX?

>> DO THAT YOU ASK THAT QUESTION, THE HEARING ON EXTENDED LEARNING TIME WE HAVE THAT ON SLIDE 46.

YOU CAN SEE THE URBAN SCIENCE CAD HEE AND WEST ROCKSBURY HAVE A LARGE NUMBER OF BUSES, AS YOU KNOW.

I CAN'T SPEAK TO WHY SOME ARE ASSIGNED TO USA AND SOME ARE ASSIGNED TO WRA.

THE NUMBER OF BUSES VARIES FROM AM TO PM.

IT DOES THAT ACROSS MANY OF THE SCHOOLS.

FOR URBAN SCIENCE WE HAVE 26.

FOR WEST BRONX BURY WITH HAVE SIX AM AND SIX PM.

MANY OF THE BUSS ARE SHUTTLE BUSS FROM FOREST HILLS OR OTHER CENTRAL LOCATIONS.

IF YOU TAKE THE BUSS AND SWAP THEM WITH A ELEMENTARY SCHOOL IT'S PROBLEMATIC.

SIMPLY, IT'S THE SAME BUS DRIVING THE SAME ROUTE.

IF YOU TAKE THAT BUS AWAY IT WON'T BE AN EVEN MATCH.

FOR EXAMPLE, IF USA HAS 26 BUSES

AND IF THEY'RE AN ELEMENTARY SCHOOL AT 9:30 WITH 26 BUSES IT'S NEVER GOING TO WORK UNFORTUNATELY.

IT IS JUST AN EASY SWAP OUT THE INEFFICIENCIES IN THE SYSTEM. THAT SAID ANOTHER PROBLEM WE'RE UP AGAINST IS MAKING SURE WHEN WE LEAD THE TRANSPORTATION CHALLENGE WITH A RIGOROUS SURVEY IN THE HANDS OF FAMILIES NOW, WE WANT TO MAKE SURE IT WORKS FOR THE INDIVIDUAL STUDENTS AND FAMILIES THAT IT IMPACTS, AS MUCH AS WE POSSIBLY CAN.

THE ONLY THING I SHED LIGHT ON, THERE WE MET WITH THE BOSTON STUDENT ADVISORY COUNCIL OR THE ENGAGEMENT DEPARTMENT, NEIGHBORHOOD CONVERSATIONS, SORRY.

WITH -- IT WAS CLEAR THE MAJORITY OF THE HIGH SCHOOL STUDENTS DON'T WANT A LATER TIME OF 8:30 LET ALONE 9:30.

WE HAVE TO THINK ABOUT ATHLETICS, JOB OPPORTUNITIES, AFTER SCHOOL CHILD CARE BEFORE WE SWITCH A 7:30 HIGH SCHOOL TO A 9:00 TIER.

IT'S SOMETHING WE'RE STILL EXPLORING AND LOOKING THROUGH THE TRANSPORTATION CHALLENGE TO COME UP WITH A REASONABLE SCENARIO THAT WORKS BETTER THAN WHAT WE SEE.

WE HAVE HEARD THE CURRENT START TIMES DON'T WORK FOR MANY OF THE FAMILIES, I UNDERSTAND.

THAT.

>> JUST AS BARBECUE CHICKEN CAN TASTE DELICIOUS TO SOME AND TERRIBLE TO ANOTHER, WOULD I ARGUE CERTAIN HIGH SCHOOL STUDENTS WOULD PREFER A LATER START TIME.

OTHERS PREFER A EARLIER START TIME.

THERE IS IRREFUTABLE EVIDENCE FROM DOCTORS AND CLINICIANS SHOWING THE BENEFITS OF A LATER START TIME.

WE COULD SPEND ALL AFTERNOON AND ALL WEEK TALKING ABOUT IT.

IT'S FRUSTRATING FROM MY END.
WE UNDERSTAND IT'S NOT SIMPLE
LIKE SWITCHING SCHOOL A AND
SCHOOL B TO MAKE THIS WORK.
IT'S COMPLICATED.
WE WILL CONTINUE TO ASK FOR A
PILOTED PROGRAM.
BOSTON LATIN ACADEMY IS A
PERFECT EXAMPLE.
STUDENT LEAD, PARENT LEAD, EVEN
TEACHERS LEADING INITIATIVES.
-- THEY HAVE 32 BUSES BETWEEN
THE TWO OF THEM.
SMALL HIGH SCHOOLS.
I THINK, I WOULD BE SHOCKED IF
THERE ARE 500 KIDS BETWEEN THE
TWO SCHOOLS.
AGAIN THIS ISN'T DIRECTED
TOWARDS YOU GUYS NECESSARILY.
WE KNOW THIS.
THERE IS SUCH INEFFICIENCIES IN
THE SYSTEM.
WE HAVE TOO MANY BUSES ON THE
ROAD NOT SERVING ENOUGH
STUDENTS.
IT MAKES IT IMPOSSIBLE OR DAMN
NEAR IMPOSSIBLE TO ADDRESS
SOMETHING LIKE THE KILMER
SITUATION.
THIS IS MY SEVENTH BUDGET.
WE'RE SPENDING MORE EVERY YEAR
ON TRANSPORTATION.
WE OFFER TRANSPORTATION TO FEWER
STUDENTS IT MAKES NO SENSE.
IT WAS \$80 MILLION WHEN I
STARTED IN 2011.
THEN 90.
NOW WE'RE ABOVE A HUNDRED.
IT'S FRUSTRATING TO ME.
I FEEL LIKE WE KEEP HAVING THIS
CONVERSATION EVERY YEAR.
THE TENTACLE THAT'S START WITH
THE START TIME AND
TRANSPORTATION HAVE SO MANY
OTHER AFFECTS.
I KNOW SOME FAMILIES.
NOT ALL, SOME WILL ADJUST BUT
SOME WILL LEAVE THE KILMER
SCHOOL BECAUSE OF THE LATE START
TIME AND THE EXTENDED DAY AND
WHAT IT DOES.
IT'S A SHAME.
IT'S A GREATS EXAMPLE OF A
SCHOOL, THROUGHOUT THE CITY YOU

HAVE THE PARENTAL INVOLVEMENT,
FAMILIES MOTIVATED TO DO WELL
AND HELPING THE SCHOOL SUCCEED.
IT'S TROUBLING TO ME.
I AGAIN URGE YOU IN THE WEEKS
AHEAD.
USE ME AS A RESOURCE, OUR
COLLEAGUES AS A RESOURCE, TO TRY
SOMETHING THINGS DIFFERENT.
MOVE THE RUBIC CUBE SOMEWHAT
WITH THE DISCUSSION OF
TRANSPORTATION AND START TIMES.
THE RAMIFICATIONS ARE
INNUMERABLE.
EXPLAIN HOW IT WORKS WITH THE
CHARTER STUDENTS.
WHAT ARE WE SPENDING OB
TRANSPORTING CHARTER SCHOOL
STUDENTS?
>> A PENNED EX B OFTEN REFERENCE
TODAY, SLIDE 30, I BELIEVE.
I CAN TELL YOU FOR CHARTER
SCHOOL STUDENTS OUR TOTAL COST
THIS YEAR WAS ABOUT \$19 MILLION.
>> I'M DOING THE --
>> IF I CAN COME BACK TO YOU.
I WANT TO STATE FOR THE RECORD
TOO, AS MUCH AS WE'RE CONCERNED
ABOUT THE KILMERS AND ANXIETY.
THERE ARE OTHER SCHOOLS WITH THE
SAME CONCERN.
WE'RE LOOKING AT THOSE SCHOOLS
AS WELL.
AND A SIMILAR CONVERSATION
THERE.
>> ABSOLUTELY, UNDERSTAND.
>> SO THE PER PUPIL SPENDING IS
BETWEEN BPS AND CHARTER IT LOOKS
LIKE WITH JUST CORNER BUS 22
VERSUS BUS 25, DOOR TO DOOR,
DOOR TO DOOR SEEMS A LITTLE
LESS.
>> TYPICALLY SPEAKING, CUBERS
CHARTER IS CITY WIDE.
THE HIGHER COSTS IS THE CORNER
TRANSPORTATION.
THE DOOR TO DOOR COST A LITTLE
LESS.
TO US SEEMS LIKE AN ANOMALY.
IT COULD BE DUE TO THE FACT WE
HAVE SPECIALIZED PROGRAMS IN BPS
NOT CENTRALLY LOCATED.
THAT LEADS TO HIGHER COSTS FOR
THE DOOR TO DOOR STUDENTS.

>> WE ONLY DO CORNER BUS DROP
OFFS AND PICK UPS.
NOT DOOR TO DOOR?
>> CORRECT.
>> WHY IS THAT?
>> I CAN'T SPEAK TO THAT.
IT WAS MENTIONED EARLIER IT WAS
TWO PRIVATE SCHOOLS RECEIVING
THE SERVICE.
>> WHAT ARE THEY?
>> THE ADVANCE AND PARK STREET
SCHOOLS.
WE HAVE STARTED CONVERSATIONS
WITH THEM TO TALK TO THE SERVICE
OF TRANSPORTATION WE ARE
PROVIDING FOR THE STUDENTS.
>> HOW DOES THE CHARTER OR A
CHARTER SCHOOL SELECT THEIR
START TIME.
DO THEY SELECT IT AND GO TO YOU
GUYS.
DO YOU SIGN OFF ON START TIME
FOR TRANSPORTATION.
>> I THINK THIS IS BEST ANSWERED
IN TWO RESPONSES.
FIRST HISTORICAL.
MANY CHARTER SCHOOLS ACROSS THE
SYSTEM DO HAVE THE EARLIER
TIMES.
BECAUSE OF EXTENDED LEARNING
TIME THEY MAYBE MORE SOUGHT
AFTER THEN MANY YEARS AGO.
THAT EXPLAINS THE 7:30 START
TIMES.
ALSO ANOTHER REASON IS THE FACT
THAT OUR CHARTER SCHOOLS BY AND
LARGE HAVE LONGER DAYS THEN THE
DISTRICT SCHOOLS.
AT THE TIME CHARTERS WERE
STARTING WE HAD OPENS IN THE
7:30 TIER.
WE HAD OPENING IN THE LATER
AFTERNOON TIER.
THE DAY LENGTH WAS SO LONG AT
THE CHARTER SCHOOL, THEY WERE
ABLE TO FILL OPENS AT THE
OPENING OF THE DAY AND END OF
THE DAY WITHOUT COSTING THE
DISTRICT A PRO HEUB TIFF AMOUNT
OF MONEY.
THAT'S MORE OF THE HISTORICAL
PIECE OF HOW THEY GOT THE START
TIMES THEY.
HAVE IF A CHARTER REQUESTS A

CHANGE TO THEIR START TIME, WHAT HAPPENS BECAUSE THEY'RE AN INDIVIDUAL LEA.

THEY'RE SEEN LIKE A DISTRICT TO THEMSELVES, THEY HAVE THE OPTION OF HAVING AMENDMENTS THROUGH CHARTERS THAT ARE APPROVED BY THE COMMISSIONER OF THE STATE. THE DEPARTMENT OF SECONDARY EDUCATION.

HOWEVER WE HAVE A GOOD PARTNERSHIP WITH THE CHARTER ALLIANCE IN BOSTON.

THEY HAVE GIVEN COUNCIL THROUGH SCHOOL LEADERS.

WE HAVE HEARD IT OURSELVES TO WORK WITH BOSTON PUBLIC SCHOOLS TO CONSIDER A START TIME CHANGE. IF IT DOESN'T WORK WITH THE DISTRICT THEY'RE INSTRUCTED TO FIND A COMPROMISE TO WORK WITH THE SCHOOL AND THE DISTRICT FOR THE COSTS ARE KEPT IN CHECK. RIGHT NOW THE CHARTER SCHOOLS READ IN STATE LAW -- THEY HAVE MORE, LET'S SAY ABILITY WITHIN THE LAW TO CHANGE THEIR TIME THEN WE HAVE TO DICTATE WHAT TIMES THEY HAVE.

>> THEY'RE ENCOURAGED TO FIND A COST EFFECTIVE CONCLUSION.

>> AGAIN THAT'S FRUSTRATING TO HEAR.

>> -- THE DEBATE BUT THE FACT THAT YOU KNOW IT SEEMS THAT A CHARTER SCHOOL HAS MORE AUTONOMY IN TERMS OF SETTING A TIME -- THAT'S FRUSTRATING.

AND FRUSTRATING THAT -- SIGNS OFF ON THIS OTHER THAN THE SCHOOL COMMITTEE, CITY COUNCIL OR SUPERINTENDENT.

THAT'S FOR ANOTHER HEARING, I GUESS.

I APPRECIATE YOU BEING HERE.

I KNOW THEY'RE NEVER EASY.

I CONTINUE TO WORK WITH US TO ADDRESS THESE THINGS.

I THINK WE'RE CLOSE AND WE CAN COME UP WITH A SOLUTION.

THE KILMER AND MANNING.

OTHER LATE START SCHOOLS GOING FORWARD FROM THERE.

THANK YOU MR. CHAIRMAN.

>>

>> I JUST HAVE A FOLLOW-UP ON THE FOOD SERVICE.

DO YOU TRACK WASTE?

YOU MENTIONED THE 70% AND 60% PARTICIPATION RATE.

HOW DO WE TRACK SPOILAGE AND WASTE.

>> CURRENTLY IT'S COUNTING OR PLATE WASTE STUDY.

WE HAVE MORE INFORMATION WEIGHING THE TRASH AFTER THE SERVICE IS DONE.

SO, THAT'S ONE OF THE REASON FOCUSING ON A ENTERPRISE APPLICATION.

OUR CURRENT SYSTEM IS NOT CAPABLE OF DOING IT.

IT'S A OPPORTUNITY FOR US.

THAT'S A KEY THING.

SO, BY FOCUSING ON TRYING TO DECREASE WASTE AT THE SCHOOL SITES THIS YEAR, IT WAS LITERALLY WHAT OUR TEAM CAN DO WITHIN THEIR MEANS.

HAVING THIS NEW SYSTEM IN THERE SO AT A MOMENTS NOTICE WE CAN SAY WHAT WAS LEFT OVER AND DISPOSED OFF.

TO USE THAT INFORMATION TO HELP US MAKE BETTER DECISIONS TO BE BENEFICIAL TO OUR STUDENTS AND KNOW WE HEAR THEM TO MAKE CHANGES.

>> SO, WE NEVER HAD A SYSTEM TO TRACK THAT?

>> I DON'T THINK --

>> -- UNTIL NOW.

>> WE HAVE DONE IT INTERNALLY, WORKING WITH A TEAM.

MARK McDONALD AND HIS TEAM HAVE DONE A GREAT JOB FIGURING OUT THE INFORMATION WE HAVE, WORKING BACKWARDS VERSUS HAVING A SYSTEM IN FRONT OF YOU FOR A MANAGER TO LOOK AT SAYING THIS DIDN'T WORK, THIS DIDN'T WORK AND GETTING THAT FEEDBACK NOW.

>> SO, YOU SAY 70 PERCENT PARTICIPATION RATE DO YOU ORDER FOR A HUNDRED PERCENT?

IS THAT ONE WAY OF LOOKING AT IT?

>> THE 70% PARTICIPATION RATE IS BASED OFF OF AVERAGE DAILY PARTICIPATION OF WHAT WE HAVE, THE TEAM THAT -- IN THE FIELD ORDERING.

WE LOOK AT PRODUCTION RECORDS. THEY HAVE A MENU IN FRONT OF THEM.

THEY SEE THE MENU.

THEY SAY MY AVERAGE DAILY ATTENDANCE IS 500 I WILL ORDER ENOUGH FOR, IF I KNOW GENERALLY THE PARTICIPATION IS ABOUT 450 DEPENDING ON THE ITEM I WILL ORDER 455 OR 470 TO ADJUST FOR. THAT SO, IT'S TOUCH AND GO. THEY'RE MAGICIANS AND WONDERFUL ABOUT IT.

YOU DON'T KNOW WHAT A CHILD WILL FEEL LIKE THAT DAY.

UTILIZING THAT AND THAT 70% IS BASED OFF OF WHAT WE OFFERED THAT DAY.

WE OFFERED 500 MEALS AND ONLY 450 PARTICIPATED WE KNOWS THAT'S AVERAGE PARTICIPATION ON A DAILY BASIS.

>> THANK YOU.

COUNCILLOR ESSAIBI GEORGE.

>> THANK YOU.

I WANT TO FOLLOW-UP ON COUNCILLOR O'MALLEY'S TALK ON THE START TIME.

-- THE TOWN HALL MEETING AND OUR UNDERSTANDING WAS THE PRESENTATION FOR A LATER HIGH SCHOOL START TIME WASN'T PRESENTED FULLY OR COMPLETELY. THERE WASN'T A GOOD ENOUGH CONVERSATION ABOUT IT.

IN THE FEW ROOMS I HAVE BEEN IN WHEN A PROPOSAL IS PRESENTED OR DISCUSSED.

IT'S BEEN PRESENTED THAT TEAMS SLEEP SO LONG ANYWAYS.

A TEAM HAS TO LEARN TO WAKE UP. THAT'S IDEAL AT 10:00 A.M. OR 11:00 A.M.

WE HAVE RECEIVED FEEDBACK SAYING WE CAN'T START HIGH SCHOOL AT 10:00 A.M.

THE REQUEST IS 8:30 A.M. START.

WE NEED TO CONSIDER NOT THE IMPLICATIONS OF ATHLETICS,

EMPLOYMENT, AND AFTER SCHOOL REQUIREMENTS THAT OUR KIDS HAVE AND NEED TO DO, WE NEED TO CONSIDERATION THE IMPLICATIONS OF A LACK OF SLEEP ON ACADEMIC PERFORMANCE AND OVER ALL PHYSICAL AND MENTAL HEALTH. WE HAVE SEEN THE RESTARTS. WE HAVE SEEN IT FOR DECADES. WE NEED TO FOLLOW THE NATIONAL TREND OF A LATER HIGH SCHOOL START TIME. I WILL CONTINUE TO BEAT THAT DRUM. WE HAVE TO GET A PILOT IN PLACE AND TRY THIS. LIKE COUNCILLOR O'MALLEY SAID WE HAVE SCHOOLS VERY INTERESTED BOTH PARENTS, KIDS AND FACULTY INTERESTED IN PARTICIPATING IN THE PILOT PROGRAM. JUST FOR OUR STATEMENT OF DESIRED POLICY, BECAUSE POLICY DOES IMPACT WHERE WE DECIDE TO SPEND MONEY WE NEED TO CHOOSE TO SPEND LESS MONEY ON TRANSPORTATION AND FIGURE OUT WITH AS TO MAKE IT WORK. I'M EXCITED ABOUT THE HAKISAN AND HOPES IT PRODUCES RESULTS AND SAVINGS. I WONDER IF YOU CAN SHARE THE TIMELINE OF THIS PROCESS. >> YES. AND COMMENTS ON YOUR PREVIOUS COMMENTS. I HAVE SPOKEN WITH -- ON SLEEP STUDIES. WE HAVE HAD A CONVERSATION AND THE RESEARCH IS BEING EXPLORED. IT'S ALSO WORTH NOTING THERE ARE SEVERAL HIGH SCHOOLS THAT DO START AT 8:30 NOW. IN SOME RESPECTS WE HAVE A PILOT. IT'S CAN WE PRODUCE MORE SCHOOLS TO START AT THAT TIME. THAT TIME BEING THE CRITICAL TIME FOR US AND BPS ALREADY HAS THE HIGHEST NUMBER OF SCHOOLS. THAT DICTATES MUCH OF OUR TRANSPORTATION COST. THE LATTER POINT OF REDUCING COST WE CAN'T REDUCE COST IF WE

MOVE MORE SCHOOLS TO 8:30 MOVING
TO 7:30 AND 9:30.

ON YOUR QUESTION FOR THE
TRANSPORTATION CHALLENGE I'M
EXCITED TO REPORT THE FIRST
ROUPD OF THE FIRST PHASE OF THAT
CHALLENGE WHICH WAS DEDICATED TO -- EFFICIENCIES ENDED ON
SUNDAY AT MIDNIGHT.

WE WILL ANNOUNCE A "WINNER" FOR
THAT CHALLENGE NEXT WEEK.

WE RECEIVED I OBJECT CREDIBLY
FULL PROPOSALS WORE EXCITED
ABOUT.

WE'RE IN THE EVALUATION PERIOD.
I CAN'T GO INTO DETAILS, BUT
WE'RE COMPETENT WE WILL PRODUCE
SOMETHING TO GENERATE SAVINGS
AND A INCREASED ARE LIABILITY TO
OUR SERVICE AND THE YEARS TO
COME.

THE NEXT PHASE STARTING NEXT
WEEK INTO JULY ARE DEDICATED TO
ALL SCHOOL START TIMES ACROSS
ALL OF THE SCHOOLS WE SERVE.
SO ABOUT TWO AND A HALF WEEKS
AGO WE RELEASED A SURVEY TO ALL
OF OUR FAMILIES AND ALL OF OUR
STAFF, WITHIN THE SCHOOLS.
WE ASKED CHARTER SCHOOLS AND
PAROCHIALS TO DO THE SAME.
A BIG PART OF THE SURVEY WAS
START TIMES.

A ASSUME BEING A PARENT YOU MAY
OF RECEIVE IT DID AS WELL.
MY WIFE FILLED IT OUT TWICE.
ONCE AS A STAFF MEMBER.
ONCE AS A PARENT.

>> I FILLED IT OUT FOUR TIMES,
FOUR CHILDREN.

>> WE DID IT FOUR TIMES OVER.
I'M THERE WITH YOU.

WE EXPECT TO RECEIVE, WE HAD A
GOOD RESPONSE RATE.

WE WILL RELEASE ROBO CALLS AND
MESSAGES TO FOLKS NOT CONDUCTING
THE SURVEY YET TO DO . SO SO WE
CAN TURN OVER TO OUR
PARTICIPANTS THE DATA FROM THE
SURVEY WITH THE IDEA OF SAYING
WE WOULD LOVE TO SEE WHAT THE
TRADE-OFF IS BETWEEN COSTS AND
ACCOMMODATING INPUT.

THEN WE WILL HAVE CHOICES TO
MAKE.

THERE COULD BE A SYSTEM OUT THERE WHERE WE ACCOMMODATE FAMILY AND STAFF INPUT AS MUCH AS WE CAN.
IT MAY COME AT A VERY HIGH COST. IT'S WORTH NOTING.
WE MAY WANT TO SEE THE LOWEST POTENTIAL COST IS FOR THE DISTRICT IF WE ALLOCATE START TIMES THAT ARE BALANCED. RIGHT NOW THEY'RE NOT.
AGAIN WE WILL SEE THE TRADE-OFF BETWEEN THAT -- WE ARE EXCITED ABOUT.
THAT WE HAVE INCREDIBLY SMART AND TALENTED PEOPLE WORKING ON THIS.
WE HAVE ACADEMIC INSTITUTIONS INVOLVED.
NOT ONLY PARTICIPATING IN THE CHALLENGE BUT PARTICIPATING WITH THE STUDENTS.
WE HAD BOSTON LATIN SCHOOL TEACHER REACH OUT TO US. HE WAS INTERESTED IN IT THERE IS A LOT TO IT WE EXPECT GOOD RESULTS.
WE ASK FOR PEOPLE TO BE PATIENT FOR US TO REPORT THE RESULTS WHEN THEY COME IN DUE TIME.
>> WHEN DO YOU THINK THAT WILL BE.
>> THE ROUTEING EFFICIENCIES WE WILL OFFER A REPORT BACK TO YOU, COUNCILLOR, AFTER THE NEXT WEEK OR SO WHEN THE EVALUATIONS ARE DONE.
FOR START TIMES THAT'S WRAPPING UP THE FIRST WEEK IN JULY.
>> WE COULD POTENTIALLY SEE CHANGES, MY HOPE IS TO SEE SOME POLICY SHIFT CHANGES, DECISIONS MADE BY THE START OF SCHOOL TO HELP WITH THE EFFICIENCIES FOR THIS COMING SCHOOL YEAR, THEN ALSO GREATER CHANGES FOR THE FOLLOWING SCHOOL YEAR.
I UNDERSTAND THEY NEED TO BE MADE THIS FALL.
>> SCHOOL START TIMES WON'T BE CHANGED UNTIL SEPTEMBER 2018.
WE WANT TO MAKE SURE WE HAVE A THOUGHTFUL COMMUNITY ENGAGEMENT PROCESS IN THAT.

WE UNDERSTAND START TIMES MEAN A LOT AND PART OF WHY FAMILIES CHOOSE CERTAIN SCHOOLS.

WE WILL ENGAGE WITH SCHOOL KPHOUPBTSZ IN THE FALL TO MAKE SURE THEY'RE AWARE OF THE TIME CHANGE, AND WHAT IT LOOKS LIKE, FOR THE FOLLOWING SCHOOL YEAR. FOR POLICY CHOICES.

THERE COULD BE POLICY CHOICES CAUSING A IMPACT FOR FY18 AND PRODUCE SAVINGS.

THERE ARE OTHERS TO LOOK AT FOR FY19 FOR SURE.

>> MY HOPE IS TO GET TO WHAT WE NEED TO FOR THE FALL.

SO WE'RE NOT -- THERE ARE TOO MANY THINGS SIMILAR TO THE PROGRAM THAT THOSE RESULTS ARE SUPPOSE TO BE READY FOR NEXT YEAR.

THERE THE EFFORT BECOMES NOT TOTALLY WASTED BUT LESS IMPACT FULL FOR THE FOLLOWING SCHOOL YEAR.

SO A FEW MONTHS AGO IN A MEETING IT WAS MENTIONED THAT WE ON PURPOSE -- SCHOOL BUSES. IS THAT TRUE BY DESIGN?

RUNNING THREE ROUTES?

I THINK THAT IS TRUE.

I WANT TO BE CLEAR HOW I ANSWER. THAT.

>> I WANT YOU TO BE CLEAR SO I CAN NOTE IT, THAT IS TRUE.

>> IT IS TRUE MANY OF OUR BUSES ARE INTENTIONALLY HALF FULL, SO TO SPEAK IN TERMS OF HOW MANY STUDENTS ARE ASSIGNED TO A BUS AND THE CAPACITY OF THE PW +*UL BUS.

I INVITE MEMBERS OF THE TRANSPORTATION TEAM TO COME DOWN IF I MISS SPEAK TO YOUR QUESTION.

I WANT TO BE VERY CLEAR.

THE REASON IT HAPPENS, COUNTER IN THANK YOU TIFFLY, IT ALLOWS US TO KEEP COSTS MORE IN CHECK THEN NOT.

FOR EXAMPLE IF A BUS GOES FROM 7:30 SCHOOL TO A 8:30 WE SEE THAT AT A 45 MINUTE WINDOW TO TRANSPORT STUDENTS.

IT'S SIMPLY NOT POSSIBLE FOR US TO OFTEN TIMES PICK UP MORE THAN SAY 40, 50, 60 PERCENT OF THE BUSES CAPACITY DURING THAT TIME FRAME.

PART OF THAT IS BECAUSE OF THE RISE IN DOOR TO DOOR BUS STOPS WE.

HAVE BUS STOPS FOR ONE STUDENT INSTEAD OF 8, 10, 12.

PART IS THE ASSIGNMENTS WHERE STUDENTS LIVE MORE REMOTELY THEN THEY USE TO, FURTHER APART THEN THEY USE.

TO OUR BUS ROUTES ARE NOT ABLE TO DRIVE VERY COMPACT EASY ROUTES FROM 7:30 TO 8:30 SCHOOL AND PICK UP 90 STUDENTS ALONG THE WAY.

IF WE DO THAT, WHAT WE DO ALLOWS TO US SAVE MONEY.

IF WE DID THAT WE WOULD HAVE TO FORCE THE BUSES NOT TO SERVE THE 7:30 SCHOOL TO PICK UP THE STUDENTS EARLIER.

YOU SEE WHAT I'M SAYING, THEN ALLOW OURSELVES AN HOUR LONG WINDOW TO PICK UP STUDENTS. WE WOULD FILL THE BUSES MORE BUT SPEND MORE MONEY BECAUSE OUR BUSES WOULDN'T SERVE THE 7:30 SCHOOL.

THAT'S MORE OF A DRIVERRER OF OUR COSTS THEN THE STUDENTS.

>> ONE OF THE FRUSTRATING PIECES IS SEEING AND VISUALIZING A HALF FULL BUS.

WHY NOT FULLY LOAD A HALF BUS? A HALF SIZE BUS?

>> I AM GOING TO POINT MY CUE TO THE ASSISTANT DIRECTOR OF TRANSPORTATION TO ANSWER. THAT.

>> I WOULD RATHER SEE A FULL HALF BUS THEN A HALF EMPTY LONG BUS.

I WOULD SAY MOST CONSTITUENTS WOULD TOO.

>> WE HAVE FULL HALF BUS AS CROSS THE SYSTEM EVERY DAY.

>> -- FULL, FULL BUSES?

IT'S MADDENING TO HEAR IT OUT LOUD.

IT'S MATTED ENING TO HAVE THIS

CONVERSATION.

ONE OF THE GREATEST FRUSTRATIONS IS A PHONE CALL OR THE DIRECT PERSONAL EXPERIENCE OF SITTING BEHIND AN EMPTY BUS AS IT RUMBLES YOU THIS THE STREETS OF OUR NEIGHBORHOODS.

>> YES THE LAST COUPLE OF THINGS WILL SAY HERE AND THEN MIKE CAN SPEAK.

HE IS A 40 YEAR VETERAN OF THE DEPARTMENT.

IT'S A MORE COMPLICATED PROBLEM THEN WE COULD EVER UNDERSTAND. I MEAN THAT IN ALL DO RESPECT. THE OTHER THINGS I WILL SAY WITH THE CAPACITY.

PARTLY IT'S FLEET SCHEDULING. YES, WE WOULD LOVE TO FILLET LAUGH BUS MORE THAN HALF FULL A FULL BUS.

YOU SEE WHAT I'M SAYING. IF THE HALF BUS IS COMING FROM ONE PART OF THE CITY IT WILL GO AND PROBABLY DO A GOOD JOB OF FILLING ITSELF.

THERE MAYBE A FULL BUS ACROSS THE CITY.

WE CAN'T GET THE HALF BUS TO IT TO PICK UP THE FULL BUS OF STUDENTS, IF I'M MAKING ANY SPENCE.

IT'S CONFUSING.

>> IT'S A RIDDLE.

>> IT'S A RIDDLE AND A PUZZLE. LIKE WE SAID BEFORE WE ARE MINDFUL THERE COULD BE A THIRD OF STUDENTS TAKING UP SEATS ON BUSS AND THEY'RE NOT OPTING OUT OF THE SYSTEM.

THAT'S COSTING THE SYSTEM \$3 MILLION TO \$5 MILLION A YEAR.

>> THAT'S WHAT THE TAP PROGRAM WAS SUPPOSE TO DO.

I HAVEN'T SEEN RESULTS --

>> THAT WAS, PART OF THE STRATEGY BEHIND THE TAP CARD PROGRAM CALLED SAFE BOARD.

PART THAT HAD STRATEGY.

NOT ALL OF IT ENTIRELY.

WE HAVE HAD I THINK 12 SCHOOLS USING THAT THIS YEAR.

AS IT'S BEEN MENTIONED BEFORE ONE OF THE CHALLENGES WITH THE

TAP CARD PROGRAM NOW IS WE DON'T HAVE CREDIBLE DATA AT THE SCHOOL LEVEL TO COMPARE IT TO BEFORE WE START MAKING CRITICAL DECISIONS AROUND SIMPLY OPTING STUDENTS OUT OF TRANSPORTATION.

THE OTHER PART IS THE TAP CARD PROGRAM IS AND WAS A PILOT. IT'S NOT A CHANGE IN POLICY OR ANYTHING WE WANT TO SINK A HUGE INVESTMENT TO MAKE SURE IT'S ALL OF OUR BUSS AND IT EXPOSED IMPORTANT LEARNINGS FOR US.

IT'S BEEN BENEFICIAL. ONE OF THE LEARNINGS IS WE NEED TO DO A GOOD JOB OF TRACKING BUS ATTENDANCE AT THE BUS DRIVER LEVEL TO MAKE SURE WE CAN COMPARE THIS DATA TO SOMETHING ELSE.

WE HAVE LEARNED THERE ARE STRUCTURAL ISSUES WE NEED TO WORK THROUGH IF WE CHOOSE TO EXPANDED THE TAP CARD PROGRAM ACROSS THE DISTRICT.

IT'S USEFUL AND GOOD DATA. IT'S NOT THE LEVEL WE NEED TO MAKE THE INFORMED DECISIONS I THINK YOU'RE SPEAKING OF. THE BUS ATTENDANCE AND OPT OUT PROGRAM WE HOPE WILL COME.

IN.
>> MIKE, SORRY. IT WAS A YEAR AGO WE TALKED ABOUT THE TAP CARD PROGRAM.

I OPPOSED. I DIDN'T THINK IT WAS A WISE INVESTMENT. WE CHOSE TO MAKE THE INVESTMENT AND LOOKED FORWARD TO IT WE LOOKED FORWARD TO THE RESULTS OF THE END OF LAST CALENDAR YEAR TO INFORM DECISIONS FOR THE UPCOMING SCHOOL YEAR.

NONE OF WHICH HAVE HAPPENED. I'M CURIOUS IN THE TAP CARD PILOT PROGRAM. WE HAVEN'T SEEN THE RESULTS. I DON'T UNDERSTAND WHAT THE RESULTS MEAN OR THE IMPLICATION SAYS THIS COULD HAVE OR SHOULD HAVE TO KNOW AND UNDERSTAND WE'RE CONTINUING TO EXTEND AN ACTIVITY THAT HASN'T BEEN SORT

OF SHARED.
IT'S A PROBLEM FOR ME.
>> I WOULD SAY WE SAT HERE AND
TALKED ABOUT THE INVESTMENT.
IT HASN'T YIELDED THE DEGREE OF
INSIGHT WE HOPED IT WOULD.
WE INVESTED MUCH LESS AND PULLED
WHACK THE INITIAL INVESTMENTS.
WE PULLED BACK EVEN FURTHER
TPRER THE EARLY RULS.
WE WOULD RATHER INVEST THE MONEY
AND HAVE THE INSIGHTS.
IT WASN'T YIELDING RESULTS, WE
SPENT A FRACTION OF THE MONEY WE
THOUGHT WE MIGHT.
>> THE INITIAL INVESTMENT LAST
YEAR WAS ABOUT A MILLION
DOLLARS.
THEN WENT DOWN TO \$600,000.
A INTERESTING FACT TO LOOP THIS
TOGETHER AS COUNCILLOR O'MALLEY
AND I HAVE ADVOCATED FOR LATER
HIGH SCHOOL START TIMES THE
INVESTMENT NEEDED TO PILOT IT
WAS \$800,000 DOWN THE MIDDLE.
THE NUMBERS ADD UP, IT MAKES
ME -- I GRIN IN SATISFACTION I
WAS RIGHT A YEAR AGO.
FRUSTRATED THAT WE DIDN'T YIELD
THE RULS WE HOPED FOR AND THERE
DOESN'T SEEM TO BE A WIN AT THIS
POINT IN THE WORK OF THE TAP
PROGRAM.
>> IN ALL DO RESPECT PUSHING
BACK A LITTLE BIT ON.
THAT THE EARLY RESULTS MAY NOT
BE FULLY SATISFACTORY I THINK
THERE WAS A LOT OF SATISFACTION
IN THE EARLY RESULTS.
IT TAUGHT US ABOUT OUR SYSTEM.
IT CAUGHT US IF WE PLAN TO ROLL
THIS OUT ACROSS THE DISTRICT WE
COULD DO IT SMARTER THEN BEFORE.
IT ALLOWED US TO EXPERIMENT WITH
DIFFERENT TEXTING APPS FOR A
MORE SOPHISTICATED APPROACH TO
THE SYSTEM.
WHICH REALIZED WE HAD TWO
DIFFERENT APPS.
ONE WORKED WETTER THAN THE
OTHER.
WE HAD GOOD FEEDBACK FROM THE
PARENTS USING IT, THE SCHOOLS
USING IT.

A SCHOOL HAD A FIRE DRILL AND
THERE WAS A STUDENT MISSING FROM
THE REPORT OUTSIDE THE BUILDING
AFTER THE FIRE BILL.

THEY WERE WORRIED ABOUT THE
STUDENTS.

ONE STAFF MEMBER THOUGHT LET'S
CHECK THE DATA TO SEE IF HE WAS
ON THE BUS TODAY.

IF HE WASN'T ON THE BUS HE
WASN'T IN SCHOOL.

THAT'S SOMETHING THEY WERE ABLE
TO LOOK AT TO DETERMINE THE
STUDENT WASN'T IN SCHOOL TODAY.

I'M SAYING THAT BECAUSE WE HAVE
HAD GOOD ANECDOTAL FEEDBACK.

IT COULD BE SOMETHING WE HAVE
ACROSS THE DISTRICT.

IT'S A A POINT NOW WE NEED TO
GET RIGHT FIRST BEFORE THE
BIGGER STEP.

>> I WOULD SAY A BETTER OR
DIFFERENT STORY TO CHECK IF A
KID IS IN SCHOOL IS THE HOME
ROOM SYSTEM.

THEY CHECK IN THEIR PRESENT IN
SCHOOL.

A TEACHER CAN LOG ONTO SEE IF A
STUDENT IS MARKED PRESENT.

THAT'S HOW I CHECKED IF MY
STUDENTS CUT CLASS.

>>

>> I KNOW.

THAT THEY HAVE THAT.

MAYBE IT FITS THE STORY PRETTY
WELL.

>> I WAS OPPOSED TO THE TAP
PROGRAM.

I'M HAPPY TO PUNCH HOLES IN IT I
WANT TO MOVE ON.

THERE MAYBE A TIME THAT I WILL
GO TO A RIBBON CUTTING --

>> I WANT TO CLARIFY THE
NUMBERS.

I THINK WE PROPOSED SIX HUNDRED
THOUSAND DOLLARS.

WE LOWERED THAT TO THREE HUNDRED
AND SPENT A FRACTION OF THE
THREE HUNDRED.

IT DIDN'T END UP BEING THE SCALE
WE ORIGINALLY --

>> WE REALLOCATED THE SAVINGS.

>> THEY WERE USED FOR OTHER
COSTS OF RUNS IN TRANSPORTATION.

>> SO WE SPENT MORE THAN WE
THOUGHT WE SPENT LAST YEAR.
>> YES.
>> I HAVE EXHAUSTED MYSELF.
WHATEVER WE WERE TALKING ABOUT
BEFORE.
>> ANY OTHER --
>> THE CAPACITY ISSUE.
YES, THE HALF FULL BUSES.
HALF FULL, FULL BUSES.
>> THE ONE THING I WANT TO SAY
WE DON'T LEAVE SEATS FOR FURTHER
GROWTH.
WE FILLET BUS TO WHAT WE CAN AT
THE TIME WE GET THE STUDENT
ASSIGNMENT.
WHICH HAS BEEN SAID, IT'S
CONSTANTLY CHANGING AND MOVING.
PART OF THE REASON IN TERMS OF
NOT PUTTING A -- IF YOU DRIVE A
FULL BUT THE TO BRIGHTON HIGH
SCHOOL AND 20 KIDS ARE COMING
FROM BRIGHTON TO THE MURPHY, IT'S
DEFINITELY MORE COST EFFICIENT
TO HAVE THOSE KIDS ON A HALF
FULL BUS THEN PUT A SECOND BUS
OUT ON THE ROAD WITH A SECOND
DRIVER.
>> I SAY TO JUST BELEAGUER THE
POINT.
WE SHOULD BE MAKING SURE WE'RE
NOT DRIVING TWO BUSES BACK AND
FORTH FROM DORCHESTER TO
BRIGHTON.
KIDS SHOULD BE GOING TO SCHOOL
AND HAVE ACCESS TO SCHOOLS CLOSE
TO HOME.
20 KIDS IN BOSTON, UNLESS THERE
IS A SIGNIFICANT NEED AND
SPECIAL NEED THAT KID NEEDS TO
ACCESS A SCHOOL IN A DIFFERENT
COMMUNITY SHOULD BE GOING TO
SCHOOL CLOSE TO HOME.
I GUESS THAT'S A POLICY, POLICY
STATEMENT.
>> AN ASSIGNMENT POLICY
STATEMENT NOT TRANSPORTATION.
>> I'M GETTING THE HOOK HERE.
A COUPLE OF OTHER QUESTIONS
WHILE YOU'RE AT THE TABLE.
THE WITH US, MORNING AND PM
ROUTES.
WHY DON'T THEY MATCH?
HOW MANY BUSES DELIVER KIDS AND

HOW MANY BUSES --
>> THE LENGTH OF SCHOOL DAYS ARE NOT UNIFORMED.
TO TRAVEL FROM ONE SCHOOL TO ANOTHER IN THE MORNING THE AMOUNT OF SOMETIME AVAILABLE IS NOT THE SAME AS IT IS IN THE AFTERNOON.
WE HAVE TO TAYLOR THE ROUTES TO FIT THE TIME AVAILABLE AND TAKE A SIGNIFICANT NUMBER OF CHILDREN WHO GO TO THE YMCA, GRANDMOTHER'S HOUSE, WHATEVER IT IS.
THEY'RE NOT GOING TO THE SAME PLACES.
>> OKAY.
GOOD EX PLAN AEUFPLGTS BUS SAFETY.
THERE WAS -- SOMEWHERE IN MY NOTES HERE, THEY'RE A MESS. THE BUS MONITOR QUESTIONS COME UP A NUMBER OF TIMES OVER THE COURSE OF THE LAST YEAR. ONE OF THE NOTES, A PENNED EX HERE IT WAS MENTIONED WE WOULD NEED TEN THOUSAND, NO TWO THOUSAND MONITORS IN ORDER TO COVER EVERY BUS.
I DON'T UNDERSTAND THAT IF WE ONLY HAVE 740 BUSES. WE JUST WANT ONE MONITOR PER BUS?
>> I DON'T KNOW THE FULL ANSWER TO.
THAT WE WILL GET BACK TO YOU. I CAN TELL YOU ONE ANSWER IS WE NEED BY IEP ACCOMMODATIONS MORE THAN ONE MONITOR ON CERTAIN BUSES.
SOME BUSS HAVE THREE MONITORS BECAUSE OF THROW STUDENTS WITH A ONE TO ONE.
>> I APPRECIATE THAT.
PAGE 50.
IF WE ADD ONE MONITOR TO ALL RUNS.
AN ADDITIONAL MONITOR TO ALL RUNS WE ADD 25, 85 MONITOR --
>> THAT'S MONITOR ASSIGNMENTS, THAT WOULD BE ASSIGNING INDIVIDUAL MONITORS.
SO WE MAY ONLY NEED, YOU KNOW FEWER THAN A THOUSAND MONITORS.

WE THEN HAVE, YOU KNOW, NEARLY
2500 OR 2600 MONITOR
ASSIGNMENTS.
>> MONITOR TRIPS.
WE HAVE 43 +* 200 TRIPS A DAY.
2700 DON'T HAVE MONITORS.
>> WE DON'T GET A NEW BUS DRIVER
FOR EVERY TIME THE BUS GOES.
IT'S NOT THREE BUS DRIVERS BUT
ONE BUS DRIVER.
>> CORRECT.
>> IF WE WERE TO ADD ADDITIONAL
MONITORS TO EACH OF OUR SCHOOL
BUSES WE WOULD, WE COULDN'T ADD
MORE THAN WE HAD BUSES.
>> THERE ARE A NUMBER OF WAYS TO
DO IT.
IN THIS IT INSTANCE THE MONITORS
ARE SOMEONE WHO IS A SCHOOL
STAFFER ALSO.
THEY RUN THE ONE TRIP TO THE
SCHOOL.
MAYBE ANOTHER ONE OUT OF THE
SCHOOL.
YES, WE WOULD HAVE --
>> THOSE ARE THE ONES.
>> IN SOME CASES IT'S NOT ONE TO
ONE.
IT'S JUST A MONITOR.
>> I THINK MAYBE NOT TODAY BUT
ANOTHER TIME WE SHOULD HAVE SOME
SORT OF CONVERSATION TO FULLY
UNDERSTAND THIS.
I -- THIS COULD BE A TRUE
NUMBER.
I FEEL THAT WE'RE PLAYING WITH
DATA IN A WAY TO MAKE IT LOOK
LIKE IT'S IMPOSSIBLE OR NEARLY
IMPOSSIBLE.
>> THINK COUNCILLOR, IT COMES
BACK TO THE WAGE STRUCTURE OF
THE MONITOR, THE MONITOR
ASSIGNMENTS ARE IMPORTANT.
THAT DISTINCTION COMES DOWN TO I
BELIEVE THE MANNER THEY'RE PAID.
ALTHOUGH I COULD BE WRONG.
>> OKAY.
HOW MANY SAFETY ISSUES OR
INCIDENTS HAVE WE HAD IN THIS
CURRENT FISCAL YEAR?
>> BUS SAFETY?
I DON'T KNOW IF WE HAVE THAT.
>> WE CAN REPORT THAT BOOK TO
YOU, COUNCILLOR.

>> WHEN THEY DO ARISE WE ACT IN UNISON ACROSS DEPARTMENTS. OFTEN TIMES INVOLVING BPD OR SCHOOL POLICE. IN ADDITION TO EMERGENCY MEDICAL SERVICE IT'S THAT'S NEEDED.

>> IF I CAN REQUEST THE NUMBER OF SCHOOL BUS INCIDENTS I'M SURE THERE IS A WAY TO RANK THEM BY SERIOUSNESS. IF THERE IS EMS OR BPD INVOLVED OR A KPAEURPBT COMPLICATE. A BULLYING INCIDENT OR INJURY. I HAVE IN MY NOTES LAST YEAR FROM WERE FIVE THOUSAND INCIDENTS. I DON'T HAVE IT DOCUMENTED BY TYPE. THAT'S SIMPLY A RANGE OF ISSUES.

>> WE HAVE THEM TALLIED BY TYPE AND CAN GET THAT TO YOU.

>> APPRECIATE. THAT.

>> SPENDING ON FIELD TRIPS AND ATHLETICS. IF I UNDERSTAND IT CORRECTLY IT'S 400 AND CHANGE FOR A SCHOOL TO TAKE A FIELD TRIP FOR A YELLOW BUS?

>> A TRIP WITHIN THE CITY LIMITS IT'S \$350 ROUND TRIP.

>> \$350. IS THAT A NEGOTIATED PRICE? I FEEL IT'S THE SCHOOL DAY, WHY ARE SCHOOLS INDIVIDUALLY FUND RACING FOR KIDS TO GO ON FIELD TRIPS?

>> THE NEGOTIATED PRICE THERE IS A DISCOUNT IF IT'S AFTER 8:30 IN THE MORNING AND FINISHES BY 1:30.

>> THERE IS A DISCOUNT. I WANT TO SAY IT'S ABOUT A HUNDRED DOLLARS. I'M NOT SURE. I'M SORRY THE REST OF THE QUESTION.

>> I WISH -- I WOULD IMAGINE THERE ARE SCHOOLS, BUS DRIVERS THAT ARE CONTRACTD WITH THEM AND EMPLOYED TO DO DROP OFF IN THE MORNING AND PICK UP IN THE AFTERNOON. PAYING THEM FOR A DAYS WORK I

WOULD EXPECT A PORTION SHOULD BE AT OUR DISPOSAL TO DROP SKILLS AT THE FREEDOM TRAYLOR MUSEUM OF SCIENCE.

>> WE PAY THEM FOR THE TIME THEY'RE CURRENTLY DRIVING. IF WE GIVE THEM ANOTHER RUN WE HAVE TO PAY THEM MORE. IF WE RUN THEM BETWEEN 9:30 AND 1:30 IN THE AFTERNOON WE HAVE TO PAY THEM.

THEY'RE NOT ON THE CLOCK THEN. >> THE WAGE STRUCTURE FOR DRIVERS S THEY DON'T CLOCK IN, IN THE MORNING AND CLOCK OUT AT THE END AND HAVE A REGULAR WORKDAY.

THEY BID ON ROUTES. THE ROUTES ARE COLLECTIONS OF TRIPS. ONE DRIVER'S PACKAGE MAYBE 38 HOURS A WEEK. ONE MAYBE 34.

WHEN WE ADD THE FIELD TRIPS TO INDIVIDUAL DRIVERS THOSE ARE HOURS ABOVE WHAT WE'RE CONTRACTED TO PAY THEM WHEN WE HAVE TO PAY THEM FOR THIS IS A MANNER WORK WITH THE SCHOOLS TO OFF SET THE COSTS.

AS YOU CAN SEE WE'RE HERE REPORTING TRANSPORTATION COSTS INCREASING.

THIS IS WHERE WE'RE WORKING WITH THE SCHOOLS TO MAKE SURE IT HITS THE APPROPRIATE BUDGET, SO TO SPEAK.

>> THANK YOU. MAKES SENSE.

AND IT'S TAKEN ME ALL THIS TIME TO GET TO THIS, BPS IN GENERAL HAS DONE A INCREDIBLE AMOUNT OF WORK IMPROVING SERVICES FOR KIDS EXPERIENCING HOMELESS WORK.

I THINK IT'S GREAT. A YEAR AGO, A LITTLE MORE THAN A YEAR AGO IT TOOK US 7-10 DAYS TO REASSIGN TRANSPORTATION FOR STUDENTS EXPERIENCING HOMELESSNESS.

I KNOW WE HAVE A DEDICATED PERSON NOW DOING THAT WORK. WE REACH OUT TO HER REGULARLY. CAN YOU TELL ME IF THE NUMBER

HAS GONE DOWN.
I'M ASKING A QUESTION I KNOW THE ANSWER TOO. THIS IS A OPPORTUNITY -- THERE HAS BEEN GREAT WORK DONE HERE.
>> I DON'T KNOW THE WORK.
>> I PROUD TO REPORT THE NUMBER HAS GONE DOWN.
>> THANK YOU, COUNCILLOR.
>> IT'S GONE DOWN QUITE A BIT. WE DON'T KNOW WHAT IT IS THOUGH.
>> WE DON'T KNOW WHAT IT IS. IT'S SOMETHING WE CONTINUALLY LOOK AT.
WE'RE TRYING TO MAKE SURE WE'RE REDUCING THE LAG TIME FOR WHEN SOMEONE ENTERS THE SYSTEM. WERE THEY'RE HOMELESS OR WHAT HAVE YOU, WE'RE LOOKING TO FINE TUNE THAT AS MUCH AS POSSIBLE. WE CAN GET YOU THE DATA.
>> NO, IT'S A NUMBER I LIKE AND WOULD LIKE TO SHARE AND PROMOTE. YOU REFLECT IN YOUR REPORTS THAT WE'RE UP -- WE TRANSPORT 23, 2923 STUDENTS UP FROM 253. WHY THE HUGE DISCREPANCY IN NUMBERS?
I PART COMES WITH THE CHANGE IN REGISTRATION.
THE FACT THAT WE'RE NOW OP I WILL GATED TO PROVIDE THE TRANSPORTATION.
WE'RE PROUD TO DO IT.
THAT IS MUCH OF THE INCREASE THERE.
I CAN'T INTO THE PARTICULARS BEYOND.
THAT ANYTHING MORE?
>> THEY'RE SIMPLY ARE MORE HOMELESS.
ONE OF THE SPECIFIC CHANGES TO THE LAW AS OF DECEMBER WAS EVEN ON ACHIEVING NEW PERMANENT HOUSING WE NEED TO CONTINUE TO TRANSPORT THESE STUDENTS THROUGH THE SCHOOL, TO THE END OF THE SCHOOL YEAR.
PREVIOUSLY WE DID NOT.
>> OKAY.
I WANT TO APPLAUD YOUR EFFORTS IN PARTNERING WITH THE SCHOOL DISTRICT TO DRIVE DOWN THE COST OF THE TRANSPORTING OF KIDS AND

ALSO YOU KNOW I'M HOPEFUL THE
WORK CONTINUES AND DRIVING DOWN
THE COST OF US COVERING
EDUCATING CHILDREN AS WELL.
SO MANY KIDS LIVE OUTSIDE OF THE
DISTRICT AND THEY'RE EDUCATED IN
A DIFFERENT DISTRICT.
I THINK WE NEED TO WORK WITH
OTHER CITIES AND TOWNS THAT'S IT
THANK YOU, FOR PUTTING UP WITH
ME.

>> THANK YOU.

THAT CONCLUDES TODAY'S HEARING
WITH BOSTON PUBLIC SCHOOLS
RELATED TO DOCKET 0536, 0538 AND
0539 TO 0543.
THIS HEARING IS ADJOURNED.