

;;;BCC 190228 (12:00PM)

>> GOOD AFTERNOON EVERYONE, MY NAME IS MARK SO MOW, I'M THE CHAIR OF WAYS AND MEANS AND BRIGHTON CITY COUNCILOR. TODAY IS THURSDAY, FEB 28TH. WE ARE HERE TO DISCUSS DOCKET 0192 ORDER FOR A HEARING REGARDING FISCAL YEAR 2019BPS TRANSPORTATION BUDGET. I WOULD LIKE TO REMIND FOLKS THIS IS A PUBLIC HEARING BOTH BEING BROADCAST LIVE AND TAPED FOR FUTURE VIEWING ON COMCAST CHANNEL 8, RCN 82, VERIZON 1964 AND STREAM AT BOSTON.GOV/CITY-COUNCIL/TV. PLEASE SILENCE DEVICES. AT THE CONCLUSION OF THE PRESENTATION BY MY COLLEAGUES, WE WILL HAVE PUBLIC TESTIMONY. THERE IS A SIGN IN SHEET TO MY LEFT BY THE DOOR. WE ASK THAT YOU STATE YOUR NAME AND YOUR AFFILIATION AND ADDRESS -- AFFILIATION AND ADDRESS IF YOU WOULD LIKE TO PROVIDE ORAL TESTIMONY. YOU CAN SUBMIT WRITTEN TESTIMONY AT CCM AT BOSTON.GOV. I WOULD LIKE TO INTRODUCE THE SPONSOR OF TODAY'S DOCKET CITY COUNCILOR AT LARGE COUNCILOR ESSAIBI GEORGE.

>> THANK YOU ALL FOR BEING HERE TODAY.

I LOOK FORWARD TO HEARING FROM OUR PRESENTERS THIS MORNING AS TO AN UPDATE WHERE WE ARE TO DATE FOR SPENDING AND WHAT WE EXPECT OUR TOTAL SPENDING TO BE AT THE END OF THIS CURRENT FISCAL YEAR. LAST YEAR WE APPROVED A \$119 MILLION BOSTON SCHOOLS TRANSPORTATION BUDGET. I'M CURIOUS THIS JUST PASSED IN THE YEAR POINT WHERE WE HAPPENED TO BE WITH OUR SPENDING.

LAST YEAR WE DID THE SAME TYPE OF HEARING.

I HELD A HEARING REGARDING THE FY18 BOSTON PUBLIC SCHOOLS TRANSPORTATION HEARING AND HAD SUGGESTED AT THAT POINT AND AGAIN DURING OUR BUDGET CYCLE THAT WE WOULD DO THIS AGAIN TO UNDERSTAND WHERE SOME OF THE POTENTIAL SAVINGS MIGHT BE FOR THIS FISCAL YEAR OR FOR SEEING ANY COST OVERRUNS.

WE DO KNOW THE BEFORE PS TRANSPORTATION BUDGET INCREASES EVERY YEAR AND THAT IT'S AN UNFORTUNATE REALITY.

IF WE COULD BETTER UNDERSTAND WAYS TO CONTROL SOME OF THOSE COSTS, CONTROL CERTAINLY THE COSTS TO OVERRUNS AND HOW WE CAN UNDERSTAND THE DECISIONS THAT ARE MADE AND THE IMPACTS THAT INFLUENCE THE SPENDING THAT WE HAVE FOR OUR BPS TRANSPORTATION BUDGET.

BEING HERE TODAY, ESPECIAL ME CHIEF HANLIN, YOU WILL BE HERE NEXT WEEK FOR OUR SCHOOL SECURITY SO WE LOOK -- WE APPRECIATE YOUR TIME AND HOOK FORWARD TO YOUR PRESENTATION.

>> INDEMNIFY NAME IS JOHN HANLIN CHIEF OPERATING OFFICER FOR BOSTON PUBLIC SCHOOLS.

I'M HERE WITH THE CONDUCTOR OF TRANSPORTATION FOR BOSTON PUBLIC SCHOOLS AND ASSISTANT DIRECTOR AND FINANCE FOR TRANSPORTATION IN BOSTON PUBLIC SCHOOLS.

I WANT TO OPEN UP THE PRESENTATION TODAY WITH JUST A FEW FRAMING PRINCIPLES THAT I WOULD LIKE FOR ALL OF US TO HAVE IN MIND AS WE EMBARK ON THIS PRESENTATION.

NUMBER ONE, PER THE HEARING ORDER, OUR PRESENT ACHE IS SPECIFIC TO FY19 SPENDING AND AS COUNCILOR ESSAIBI GEORGE YOU MENTIONED THIS IS REALLY SPECIFIC TO WHERE WE ARE AT IN THIS CURRENT FISCAL YEAR. THIS IS NOT A PRESENTATION OF FY20 DECISION-MAKING OR

BUDGETING.

I WOULD DIRECT THE COUNCIL'S ATTENTION TO THE ONGOING SCHOOL COMMITTEE BUDGET PROCESS FOR ANY QUESTIONS RELATED TO FY20 PLANNING AND CERTAINLY WE'LL BE BACK HERE IN A FEW WEEKS TO TALK ABOUT TRANSPORTATION EQUITY THROUGH A DIFFERENT HEARING THAT'S BEEN CALLED BUT THEN LATER THAN THAT I'M SURE A BUDGET HEARING AS WELL.

ANYTHING RELATE TO FY20 WE WOULD KINDLY ASK THAT HE WITH A TABLE UNTIL THE APPROPRIATE TIME.

SECOND, WHILE I UNDERSTAND THAT EVERYONE IN THIS ROOM IS IS HE BUSY, THIS IS A DIFFICULT TIME OF DAY FOR THE TRANSPORTATION DEPARTMENT GIVEN THAT OUR BUSES ARE GOING TO BE ON THE ROAD SOON AND IT IS A SNOWY DAY THAT SOMETIMES HAS SOME TRANSPORTATION OPERATION IMPACTS.

IF POSSIBLE WITH ALL DUE RESPECT I WOULD ASK THAT WE TRY TO END IN THE PRESENTATION AND THE HEARING PRIOR TO 2:00 P.M. IF POSSIBLE AND IF NOT END AS CLOSE ON TIME AS WE COULD SO OUR TEAM COULD GET BACK TO WORK MANAGING BUSES ACROSS BOSTON PUBLIC SCHOOLS.

THIRD ONE THING YOU'LL SEE VERY CLEARLY IN OUR PRESENTATION TODAY AND ONE THING WE'VE PRESENTED TO YOU BEFORE IS THAT OUR COSTS, ARE TRULY AS A RESULT OF OUR POLICY CHOICES.

WHILE WE PRIDE OURSELVES IN THE LEVEL OF SCHOOL DHOIS THAT WE OFFER FOR -- CHOICE THAT WE OFFER FOR STUDENTS IN BOSTON AND WHILE WE PRIDE OURSELVES IN THE LEVEL OF SERVICE WE OFFER FOR STUDENTS WITH SPECIAL NEEDS, IT IS WITHOUT QUESTION THAT THOSE TWO FACTORS COME AT A VERY HIGH COST.

ALSO AS YOU ALL KNOW AND WITH A WE'VE DISCUSSED HERE THIS THIS CHAMBER IN THE MOST WE ARE BURDENED WITH STATE LAW

REQUIREMENTS THAT MANDATE WE HAVE TO PROVIDE SERVICE FOR NON-BPS STUDENTS INCLUDING MORE THAN 5,000 CHARTER AND PAROCHIAL SCHOOL STUDENTS HERE ALONE TO MORE THAN A HUNDRED DIFFERENT SITES TO OUTSIDE THE BOSTON AREA.

THIRD WHILE WE PRIDE OURSELVES ON THE LEVEL OF SERVICE WE PRY FOR STUDENTS EXPERIENCING HOMELESSNESS OR TRANSITION THAT TOO COMES AT A HIGH COST AND MORE THAN \$7 MILLION IN FY19 ALONE.

I'M NOT TRYING TO BE DEFENSIVE AND NO ONE AT THIS TABLE WILL BE WE'RE JUST POINTING OUT THE FACTS OF THE MATTER THAT UNFORTUNATELY THE NATURE OF TRANSPORTATION IN THIS CITY IS THAT COSTS WILL CONTINUE TO BE A VERY LARGE PART OF CONVERSATION WHILE WE CONTINUE TO MAKE THE POLICY CHOICES THAT WE MAKE WHILE WE IN TRANSPORTATION DO THE BEST WE CAN TO HONOR THOSE POLICY CHOICES.

THE LAST PRINCIPLE I WILL BRING UP IS THAT PRIOR TO MY OWN TIME IN BPS I WAS IN THE OUTSIDE AND I UNDERSTAND HOW EASY IT IS TO QUESTION THE SIZE OF THE TRANSPORTATION BUDGET.

I UNDERSTAND HOW YEAPS TO POINT TO THE OF COURSE THAT IT'S 10% OF THE OVERALL DISTRICT BUDGET THAT WE HAVE VERY LARGE PROCAPITA COSTS.

I UNDERSTAND ALL THAT. HAVING BEEN INVOLVED NOW IN TRANSPORTATION FOR THELY THREE YEARS THOUGH I CAN ALSO TELL YOU I UNDERSTAND HOW DIFFICULT IT IS TO UNDERSTAND THERE ACTUALLY MEAT BE QUITE VALID REASONS POLICY DRIVEN REASONS BEHIND THOSE HIGH COSTS.

I UNDERSTAND IT'S DIFFICULT TO UNDERSTAND THE LEVEL OF INNOVATION THAT THIS DOPE HAS TAKEN ON IN THE LAST THREE YEARS.

MORE INNOVATION THE DEPARTMENT

HEADS SUBPOENA SEEN MANY YEARS  
PRIOR TO THAT INCLUDING THE  
FIRST OF ITS KIND TRANSPORTATION  
CHALLENGE FROM MY PARTNERS A FEW  
YEARS AGO THAT RECEIVED NATIONAL  
ATTENTION.

I ALSO UNDERSTAND IT'S DIFFICULT  
TO NOTE THAT THE DEPARTMENT HAS  
EXPERIENCED QUITE A BIT OF  
TURNOVER.

IN FACT OVER THE LAST THEY YEARS  
WE'VE HAD THREE DIFFERENT  
DIRECTORS.

I'M HAPPY TO SAY HE'S DOING AN  
AMAZING JOB AS OUR CURRENT  
DIRECTOR OF TRANSPORTATION BUT  
IT'S HARD AMID SOME TROUBLES  
WATERS OVER THE LAST FEW YEARS  
WITH A LOT OF PEOPLE CRITICIZING  
THE WORK OF THE DEPARTMENT AND A  
HOT OF TURNOVER.

LASTLY ON THAT SAME NOTE I  
UNDERSTAND IT'S DIFFICULT TO  
UNDERSTAND THE IMMENSE WORK  
ETHICS THAT TAKES PLACE AND  
THAT'S EMBODIED BY THE MANY  
INDIVIDUALS WITHIN THE  
DEPARTMENT OF TRANSPORTATION.  
THERE ARE MANY PEOPLE IN THAT  
DEPARTMENT WHO BEGIN AS EARLY AS  
5:00 A.M. AND END THEIR DAYS AS  
LATE AS 9:00 P.M.

THE PERSON AT MY RIGHT ASK THAT  
MORE THAN ON ONE DAY BASIS.  
THE DEPARTMENT IS DRIVEN TO DO  
THE BEST THEY CAN.

PLEASE KNOW WHEN A BUS SHOWS UP  
AT A SCHOOL WITH ONLY A FEW  
STUDENTS ON BOARD IT IS NOT  
BECAUSE THE TRANSPORTATION  
DEPARTMENT IS NOT WORKING HARD  
TO BUILD EFFICIENT ROUTES IT IS  
BECAUSE OF OTHER FACTORS BEYOND  
OUR CONTROL WHICH WE'LL PRESENT  
TO YOU TODAY.

ON A FINAL NOTE BEFORE WE TURN  
IT OVER TO OUR PRESENTERS I WANT  
TO POINT OUT TO YOU THAT AS  
YOU'VE HEARD ME SAY BEFORE, I AM  
A BPS GRADUATE.

I'M ALSO BPS PARENT.

I'M VERY PROUD OF THE FACT THAT  
MAY CHILDREN RIDE THE BUT.

THE WOMAN TO MY RIGHT IS ALSO A

BPS GRADUATE, BPS PARENT AND HER CHILD ALSO RIDES THE BUS.

WE BELIEVE DEEPLY IN THE SYSTEM WE ARE TRYING TO CREATE FOR OUR CHILDREN.

I'M HAPPY TO BE JOINED THEM TODAY TO GIVE YOU THE PRESENTATION WE HAVE FOR YOU.

>> BPS GRADS.

>> EXCELLENT.

>> EVERYBODY WHO IS BPS RAISE YOUR HANDS.

GO WPS.

>> WHAT I WILL SAY IN TERMS OF ROLL CALL WE ARE JOINED BY THOSE AT THE TABLE AND WE HAVE MEMBERS OF BPS IN THE GALLERY INCLUDING INDIVIDUALS FROM THE DEPARTMENT OF TRANSPORTATION IF ANY QUESTIONS COME UP FROM PETER CROSS THE COMPLIANCE MANAGER OR ANGELA STRATEGIC PROJECTS MANAGER CAN ANSWER FOR YOU.

THANK YOU.

THE THE.

>> GOOD AFTERNOON EVERYONE.

LIKE JOHN STATED I'M CURRENTLY THE DIRECTOR OF TRANSPORTATION BOSTON PUBLIC SCHOOLS.

I'M ALSO A PROUD BPS GRADUATE AND MY SIX YEAR OLD SON ATTENDS A BOSTON PUBLIC SCHOOL AND RIDES THE BUS.

FLOWRVE I'M GOING TO START OFF THE PRESENTATION SO WE'RE GOING TO DIVE RIGHT IN.

BPS TRANSPORTATION COVERS A WIDE RANGE OF SERVICES MANY OF WHICH ARE DRIVEN BY FACTORS OUT OF TRANSPORTATION CONTROL.

26,000 STUDENTS ARE TRANSPORTED TO 228 UNIQUE SITES IN AND OUT OF THE CITY OF BOSTON ON A DAILY BASIS.

2930 TRIPS ARE PERFORMED BY OUR BUSES EACH DAY COVERED 43,000 MILES.

WE TRANSPORT 5,516 NON-BPS STUDENTS TO 106 NON-BPS SITES IN AND OUT OF THE CITY OF BUSTON DAILY.

THAT'S 21% OF ON YOU STUDENTS TRANSPORTED AND 46% OF OUR SITES SERVED.

BECAUSE OF SCHOOL CHOICE IN THE CITY OF BOSTON, WE HAVE STUDENTS TRAVELING ALL OVER THE CITY. THIS IS THE MAIN REASON WHY 228 TRIPS HAVE FOUR FEWER STUDENTS. WHAT HAPPENS HERE WE LIKE TO DESCRIBE IN OUR DEPARTMENT AS US RUNNING OUT OF TIME BEFORE WE RUN OUT OF CAPACITY. STATE LAW REQUIRES US TO ROUTE STUDENTS IN ONE HOUR. IN MANY CASES WE RUN INTO THAT TIME THRESHOLD BEFORE THE CAPACITY THRESHOLD. 116 SCHOOLS DRAW STUDENTS FROM AT LEAST 10 DIFFERENT ZIP CODES. 63 SCHOOLS DRAW STUDENTS FROM MORE THAN 15 DIFFERENT ZIP CODES. OVER 5,000 STUDENTS ARE RECEIVING DOOR TO DOOR TRANSPORTATION. NEARLY HALF OF OUR BUS STOPS EVERY DAY AT STUDENTS' ADDRESSES. THE NUMBER OF STUDENTS WITH ONE TO ONE MONITORS HAVE GROWN OVER 153% SINCE FISCAL YEAR 16. OVER 550 HOMELESS AND FOSTER CARE STUDENTS ARE TRANSPORTED IN AND OUT OF THE CITY OF BOSTON AT A PROJECTED COST OF \$7.2 MILLION. THE TRANSPORTATION BUDGET HAS THE BURDEN OF MANY NON-TRANSPORTATION RELATE EXPENSES. NOW WE'RE GOING TO TURN IT OVER TO ED OUR ASSISTANT DIRECTOR OF FINANCE. >> BEFORE WE DIVE IF I JUST WANT TO FRAME A LITTLE BIT HOW THIS PRESENTATION IS SUPPOSED TO FLOW. YOU GUYS ARE GOING TO SEE A LOT OF THEMES YOU'RE ALREADY VERY FAMILIAR WITH. A LOT OF THIS IS ON THE SERVICE SIDE OF THINGS. HOW MANY STUDENTS WE TRANSPORT, HOW MANY SCHOOLS WE GO TO, THE KINDS OF STUDENTS, ETCETERA. I LIKE TO CALL THIS THE SERVICE REVIVE OR THE WHY WE SPEND OUR

MONEY.

OVER THE LAST FEW YEARS I THINK THE DEPARTMENT HAS DONE A LOT BETTER OF ANALYZING AND PRESENTING THIS TYPE OF DATA.

WE ALSO SEE TODAY IS WHAT WE SPEND OUR MONEY ON.

WHAT I MEAN BY THAT IS THE ACTUAL SUCCESS THAT'S THE BUSES, OUR FACILITIES, PEOPLE IN WORK FORCE, TECHNOLOGY, ETCETERA. WE'VE BEEN WORKING HARD ON IS LEARNING HOW THE WHY AND THE WHAT MESH TOGETHER BECAUSE THOSE TWO PIECES ARE EXTREMELY IMPORTANT.

SO THE FIRST PORTION OF THIS PRESENTATION WILL BE THE WHY WE SPEND OUR MONEY AND THEN WE'LL TRANSITION TO THE WHAT WE SPEND OUR MONEY ON.

WITH A WE HAVE HERE IS A COMPARISON OF THE NUMBER OF STUDENTS WE TRANSPORTED BETWEEN FY15 AND FY19 WHICH IS THE TIME FRAME COMPARISON WE'LL MAKE THROUGHOUT.

YOU'LL NOTICE THAT WE'VE SEEN A DECLINE IN THE NUMBER OF STUDENTS.

HOWEVER THE NUMBER OF SITES WE'RE TRANSPORTING TO HAS INCREASED.

JUST TO REMIND EVERYONE BETWEEN FY15 AND 16 IS WHEN WE MADE THE TRANSITION OF SEVENTH AND EIGHTH GRADER FROM YELLOW SCHOOL BUSES TO SEVEN AS.

WHILE WE'RE NO LONGER PROVIDING YELLOW BUS SERVICES AND THE COSTS ASSOCIATED WITH THEM, THEY ARE STILL THE COST OF THE M7 PASSES.

SO THOSE FOR THOSE STUDENTS DO NOT GO COMPLETELY AWAY.

THE MOST IMPORTANT TAKE AWAY HERE IS THE NUMBER OF SITES.

WHEN WE'RE TRANSPORTING TO MORE SITES, THIS MEANS THAT THE STUDENTS ARE DISTRIBUTED AMONG MUCH MORE LOCATIONS AND THEN DISTRIBUTED AMONGST MORE BUSES.

FOR EXAMPLE, IF JOHN AND I IN ONE YEAR HAD BEEN ATTENDING THE



APRIL SCHOOL IT'S LIKE ME WE WOULD BE ON ONE BUS TOGETHER. IN YEAR TWO IF WE ALL ATTENDED DIFFERENT SCHOOLS AND IF THE TIME WE NEED TO GET TO EACH OF THOSE SCHOOL DIDN'T ALIGN THAT RIGHT WAY IT'S DEFINITELY POSSIBLE WE WILL BE TAKING THREE SETS OF BUSES.

WHILE WE ARE THE BOSTON TRANSPORTATION A LOT ARE DEVOTED TO NON-BPS STUDENTS.

ON THIS SLIDE WE'RE SHOWING HOW MANY NON-BPS STUDENT WE SEVEN AND THE TOTAL COST FOR EACH TYPE OF STUDENT.

AS YOU CAN SEE THERE'S A DISPARITY BETWEEN THE COST OF THE DIFFERENT STUDENT TYPES MEANING CORNER, DOOR TO DOOR, M7.

BUT MORE IMPORTANTLY TO KNOW THE TOTAL AMOUNT OF SPENDING THAT IS DEVOTED TO NON-BPS TRANSPORTATION.

AT \$26.3 MILLION THAT'S 21% OF OUR TOTAL TRANSPORTATION SPEND SO ONE IN EVERY \$5 WE SPEND IS ON NON-BPS SERVICES.

MANY DIFFERENT SCHOOLS, AND THIS INCLUDES BPS, CHARTER, PRIVATE, PRESIDENT OBAMA KEEL, ETCETERA DRAW STUDENTS FROM ALL OVER THE CITY.

THE SPECIFIC EXAMPLE WE HAVE HERE IS THE SCHOOL IN EAST BOSTON.

BEING A DUAL LANGUAGE PROGRAM MEANS THIS SCHOOL IS OPEN TO STUDENTS FROM ALL OVER THE CITY.

WHAT HAPPENS HERE IS WE SEE ON THE MAP WITH EACH OF THE BLUE DOTS REPRESENTS DIFFERENT STUDENTS IN THE CITY THAT WE TRANSPORT.

STUDENTS ARE COMING FROM A NEIGHBORHOODS AS FAR AWAY AS BRIGHTON, HYDE PARK.

AND.

PHRASE THAT DELL MENTIONED EARLIER HOW WE RUN OUT OF TIME BEFORE WE RUN OUT OF CAPACITY HOLDS REALLY TRUE HERE.

WHILE WE WOULD LOVE TO PICK UP

ALL THE NON-CHARLESTOWN AND NON-EAST BOSTON KIDS PROBABLY ON ONE BUS BECAUSE THERE IS CAPACITY, THESE JUST NOT ENOUGH TIME BEFORE WE HIT THAT ONE HOUR.

SO WE'RE DEPLOYING MANY BUSES TO PICK UP ALL THESE STUDENTS ALL OVER THE CITY.

WHILE WE'RE SHOWING THE SPECIFIC EXAMPLE IN THE MAP TO THE RIGHT, IF YOU HOOK AT THE BOTTOM LEFT HAND CORNER THIS IS PRETTY PROFOUND THROUGH ALL THE SCHOOLS.

THIS IS INCLUSIVE OF BPS, CHARTER, PRIVATE, PAROCHIAL WITH 63 SCHOOLS DRAWING STUDENTS FROM MORE THAN 115 UNIQUE BOSTON ZIP CODES.

AND THEN ANOTHER 53.4 FROM 10 TO 14.

THAT MEANS A TOTAL OF 116 TOTAL SCHOOLS WITH STUDENTS COMING FROM AT LEAST TEN ZIP CODES AND THE MOST EXTREME EXAMPLE THAT WHILE WE WERE DOING THIS, A FEW SCHOOLS AS WITH AS MANY AS 25 DIFFERENT ZIP CODES.

SO UNFORTUNATELY THE TRANSPORTATION DEPARTMENT DOESN'T DECIDE WHAT SCHOOLS STUDENTS ATTEND WE'RE JUST REQUIRED TO TAKE THEM WHEREVER THEY NEED TO GO.

SO NOW WE'VE COVERED THE IMPACT THAT SCHOOL TYPE AND SCHOOL CHOICE HAS ON THE SYSTEM.

WE'RE GOING TO TRANSITION A LITTLE BIT MORE TOWARD THE IMPACT THAT THE DIFFERENT TYPE OVER STUDENTS HAVE IN OUR SYSTEM.

IF YOU REMEMBER PREVIOUSLY WE TALK ABOUT HOW THE TOTAL NUMBER OF STUDENTS WE TRANSPORT HAS GONE DOWN.

HOWEVER WE ACTUALLY HAVE MORE BUS STOPS TODAY THAN WE DID IN FY15.

THIS HAPPENS BECAUSE THE NUMBER OF DOOR TO DOOR STUDENTS HAS INCREASED OVER THE SAME TIME FRAME.

AS WE HAVE SHARED BEFORE THE COST OF STUDENTS AND DOOR TO DOOR IS PRETTY DRASTICALLY. DOOR TO DOOR STUDENTS ARE MORE THAN TWO AND-A-HALF TIMES MORE EXPENSIVE THAN CORNER STUDENTS.

IT GOES BACK TO THE TIME REFERENCE THAT DELVE MADE. AT A DOOR TO DOOR STOP WE ARE LIMITED TO PICKING UP ONE STUDENT MUCH MORE TIME THAN GOING TO A CORNER STOP AND PICKING UP 30 STUDENTS.

AS WE'VE SEEN THE DISTRIBUTION OF STUDENTS WE TRANSPORT FROM CORNER TO CORNER TO DOOR TO DOOR, THIS IS ADDED COMEKSITY AND COST TO OUR SYSTEM.

WE ESTIMATE THAT THE TRANSITION ALONE COSTS ABOUT \$5.6 MILLION THAN IF THE DISTRIBUTION HAD STAYED THE SAME.

NOW WE ARE MOVING INTO A LARGE PORTION OF OUR BUDGET THAT IS NOT YOUR TYPICAL YELLOW BUS SERVICE BUT STILL A REQUIRED SURVUFS WE PROVIDE.

IN THIS TABLE WALK SEE THE STACKED COLUMNS IN BLUE SHOWING THE NUMBER OF MONITORED REQUIRED STUDENTS WITH DARK BLUE BEING THE NUMBER OF STUDENTS REQUIRING GENERAL MONITORS AND THE LIGHT BLUE ABOVE IT BEING THE NUMBER OF STUDENTS REQUIRING ONE TO ONE MONITORS.

JUST TO CLARIFY THE DIFFERENCE, IF JOHN, DELL AND I WERE TRANSPORTED ON THE SAME BUS AND WE ALL REQUIRED A GENERAL MONITOR THEN ONE BUS MONITOR COULD SERVICE OUR BUS.

IF I REQUIRED A ONE TO ONE AND JOHN AND DELL REQUIRED A GENERAL MONITOR THEN TWO PEOPLE WOULD HAVE TO SERVICE THAT BUS, ONE TO SERVICE ME AND ONE TO SERVICE THE BOTH OF THEM.

JUST SO YOU KNOW THE DECISION ON WHICH STUDENTS REQUIRE MONITORS OR WHAT KIND OF MONITORS IS DICTATED THROUGH THE STUDENTS IEP PROCESS.

THAT'S SOMETHING THE

TRANSPORTATION DEPARTMENT HAS NO CONTROL OVER.

THEN IF YOU LOOK TOWARDS THE TOP YOU CAN SEE THE RED LINE IS THE TRENDING OF COST TO PROVIDE BUS MONITORS.

IT IS PRETTY CLOSELY RELATED WITH THE TOTAL NUMBER OF MONITOR REQUIRED STUDENTS.

IF YOU GO BACK TO FY15 YOU SPEND A LITTLE MORE THAN \$MILLION THAT YEAR.

FOR EACH AND EVERY YEAR AFTER THAT WE SAW A MILLION DOLLAR INCREASES UNTIL LAST YEAR WHEN WE SPEND \$9 MILLION.

AS COSTS OF INCREASE WHAT I CONSIDER IN UNSUSTAINABLE RATE WE REALLY TOOK A HARD LOOK AT THIS OPERATION AND THE SERVICE OVER THE LAST YEAR.

THROUGH TIGHTER OVERSIGHT AND INCREASED MANAGEMENT SPECIFICALLY IN THE DEVELOPMENT OF BOND OR PACKAGES OR THE WORK THAT MONITORS DO AND THE USE OF A SIGN OR STAND BY MONITORS, WE'RE LOOKING AT A PROJECTED COST OF \$8.7 MILLION IN FY19.

SO IF YOU CAN IMAGINE IF WE CONTINUED THE SAME TREND THAT WE SAW OVER THE LAST FOUR YEARS IT'S LIKELY THAT OUR COSTS SHOULD HAVE INCREASED \$9.8 MILLION.

WHILE IT'S NOT A SAVINGS WE AVOIDED OVER A MILLION DOLLARS IN COST AND THAT IS I THINK A HUGE ACCOMPLISHMENT.

ON.

>> ON POP UP WE'VE BEEN WORKING WITH SCHOOLS ACROSS THE DISTRICT.

THE.

>> THE COST TO PROVIDE TRANSPORTATION SERVICES IF OUR HOMELESS STUDENTS AND THE STUDENTS IN CUSTODY OF THE STATE IS ANOTHER COST DRIVER THAT HAS GROWN VERY RAPIDLY OVER THE LAST SEVERAL YEARS.

OUR ESTIMATE FOR THE COST PER STUDENT LAST YEAR WAS \$23,000.

THE HIGH COST IS DREFN BY HOW

TEMPORARY THE TRANSPORTATION  
USUALLY IS.

THE GROUP OF STUDENTS, THIS  
GROUP OF STUDENTS TRAVEL IN AND  
OUT OF BOSTON TO SCHOOLS THAT  
CAN BE VERY FAR AWAY.

THERE ARE DIFFERENT LAWS THAT  
DICTATE WHERE A STUDENT GOES TO  
SCHOOL BUT IN THE CASE OF  
STUDENTS IN CUSTODY OF THE  
STATES ARE USUAL ME THE WELFARE  
AGENCY HERE.

WHAT HAPPENS IS CALLED THE BEST  
INTEREST DETERMINATION.

WHAT A BEST INTEREST  
DETERMINATION IT'S BASED ON A  
VARIETY OF FACTORS MADE BY THE  
WELFARE AGENCY, THE DISTRICT  
WHERE THE STUDENT HAD BEEN  
ATTENDING AND WHERE THE STUDENT  
CURRENTLY LIVES.

SO THE THREE OF THOSE THREE  
PARTIES COME TOGETHER TO MAKE  
THAT BEST INTEREST  
DETERMINATION.

ALL THE GUIDELINES PUT OUT BY  
THE STATE AND FEDERAL GOVERNMENT  
SAYS THAT TRANSPORTATION COSTS  
CANNOT BE A FACTOR IN THAT BEST  
INTEREST DETERMINATION.

SO ANOTHER EXAMPLE OF IT BEING  
OUT OF OUR CONTROL.

THAT BEING SAID WE REALLY LOOK  
CLOSE ME IN THE LAST YEAR ON  
WHAT'S DRIVING THIS GROWTH AND  
THIS JUST OVERALL NUMBER.

AND WE'RE TRYING TO COME UP WITH  
WAYS TO ALLEVIATE THE PRESSURE  
ON THE GENERAL FUND BUDGET.

DCF STUDENTS IN CARE OF DCF IS  
TITLE ONE ELIGIBLE SO WE'RE  
LOOKING TO WORK WITH OUR  
FINANCING EXTERNAL FUNDING TO  
ALLEVIATE THE APPRECIATE.

IT DOESN'T MEAN THE DOLLARS ARE  
GOING AWAY BUT AT LEAST THE  
GENERAL FUND TRANSPORTATION  
BUDGET.

NOW WE'RE GOING TO MOVE A BIT  
MORE TOWARDS TO WHAT WE SPEND  
OUR DOLLARS ON AND WHAT WE HAVE  
HERE IS A MAJORITY OF OUR TOTAL  
SPENDING.

THESE ARE THE DOLLARS THAT FLOW

OR FOR OUR TYPICAL YELLOW BUS SERVICE THE JUST TO EXPLAIN HOW OUR CONTRACT WITH TRANSIT WORK IT'S ESSENTIALLY A PASS THROUGH CONTRACT.

EVERY SINGLE DOLLAR THEY SPEND WE REIMBURSE THEM FOR AND THEN ON TOP OF THAT WE PAY THEM A FEE OF ABOUT \$3 MILLION TO OVERSEE THE OPERATION.

THAT \$3 MILLION IS NOT SHOWN HERE ON PURPOSE.

IF ANY OTHER VENDOR WERE HERE, STUDENT OR TRANSPORTATION VENDOR REPLACED TRANSIT THEN THESE COSTS WOULD REMAIN THE SAME.

WHAT WOULD BE DIFFERENT IS THAT \$3 MILLION.

THAT'S HOW THEY DO THE WHOLE PICKING PROCESS.

AS YOU CAN SEE ALMOST NEARLY 80% OF THESE COST IN THE BLUE COLUMN ON THE LEFT ARE, WHICH IS ALL YELLOW BUS SPENDING ARE PERSONNEL RELATED COSTS.

THIS INCLUDES SALARIES FOR OUR WORKERS SO THAT'S DRIVERS, MECHANICS, OUR DISPATCH, SAFETY PERSONNEL, ETCETERA.

THIS ALSO CHUZ WHICH IS PRETTY UNCOMMON FOR THE DON'TAL BUDGET LIKE OURS IS THE COST OF HEALTHCARE.

ON ITS ROSTER IT HAS A THOUSAND EMPLOYEES SO PRETTY LARK WORK FORCE AND NONE OF THEM IS COVERED UNDER THE CITY HEALTH INSURANCE PLAN.

BECAUSE OF THAT OUR BUDGET COVERS THE BURDEN AND THE BOSTON PUBLIC COMMISSION AND BOSTON PUBLIC SCHOOLS AS A WHOLE FOR HEALTHCARE.

I'M POINTING THIS OUT BECAUSE WHEN WE COMPARE BUDGET WITH OTHER DEPARTMENTS WITH TRANSPORTATION SPENDING, IT'S RARELY AN APPLES TO APPLES COMPARISON BECAUSE OF THIS.

ON TOP OF THAT ALMOST THE ENTIRETY OF THIS WORK FOREIS UNIONIZED WITH ANNUAL COST OF HIGHING ADJUSTMENTS AS WELL AS THE HEALTHCARE I MENTION WHICH

IS A FACTOR OF THE HEALTH INSURANCE MARKET AT THE TIME. AND THEN ALSO BECAUSE THESE ARE TECHNICALLY PRIVATE EMPLOYEES THEY DON'T FEED INTO THE STATE'S PENSION SYSTEM. THEY ARE PROVIDED AN ADDITIONAL 401(K) COST WHICH IS UNLIKE ANY OTHER CITY DEPARTMENT. FOR MOST OF OUR UNIONS THEY HAVE A COLLECTIVELY BARGAINED COMPANY MATCH WHICH GROWS ANNUALLY. ALL OF THESE COSTS EACH AND EVERY YEAR REGARDLESS WHAT YOU DO ARE ALMOST ALWAYS GOING TO INCREASE IN COST. JUST NORMAL INFLATION COST OF LIVING ADJUSTMENTS AND SO ON.

>> IF I CAN JULY IN BEFORE NEXT SLIDE I WANT TO PUT THIS IN PERSPECTIVE BECAUSE WE HAVEN'T TALK TALK BOARD OF DIRECTOR THIS COMPONENT OF OUR COSTS. WHAT YOU'RE SEEING IS \$23 MILLION OF COST IN THE TRANSPORTATION BUDGET ARE FOR THINGS YOU HARDLY EVER SEE IN ANY OTHER DEPARTMENT'S BUDGET. THAT'S ABOUT 20% OF OVERALL SPENDING ON A LINE ITEM YOU WOULD HARDLY SEE ON OTHER DEPARTMENT'S BUDGET. YOU DO IT ON THE OVERALL BUDGET AND THE HEALTH COMMISSION BUT YOU DON'T SEE IT ANYWHERE ELSE. AGAIN THAT'S A VERY VERY SIGNIFICANT COST IN OUR BUDGET THAT IF WE WERE ANOTHER DEPARTMENT MIGHT SHOW UP SOMEWHERE ELSE. IT WOULD NOT ACTUALLY HIT OUR TRANSPORTATION SPENDING. IT'S AN IMPORTANT POINT.

>> LIKE I MENTIONED BEFORE, WE HAVE A VERY LARGE WORK FORCE. IF YOU LOOK AT THE WORK FORCE THROUGH TRANSIT AND WHAT IS DIRECTLY EMPLOYED BY THE BOSTON PUBLIC SCHOOLS IS A TOTAL AROUND 1500 EMPLOYEES. AS A STAND-ALONE DEPARTMENT SEPARATED FROM BPS, WE WOULD BE THE FOURTH LARGEST WORK FORCE IN THE CITY OF BOSTON BEHIND BOSTON

PUBLIC SCHOOLS OBVIOUSLY, THE POLICE DEPARTMENT AND I BELIEVE JUST BEHIND THE FIRE DEPARTMENT. IF YOU LOOKED AT THE THOUSAND EMPLOYEES UNDER TRANSIT THEN THE 500 OR SO BPS EMPLOYEES DIRECTLY MOST OF THOSE 500 ARE MONITORS WE WOULD BE THE FOURTH LARGEST WORK FORCE THAT THE CITY HAS IF WE WERE SEPARATED FROM BOSTON PUBLIC SCHOOLS.

SO IT WOULD BE BPS OBVIOUSLY FIRST.

THE POLICE DEPARTMENT SECOND AND THEN I BELIEVE THE FIRE DEPARTMENT HAS AROUND 1600 EMPLOYEES SO WE WOULD BE RIGHT BEHIND THEM.

WHAT WE'RE LOOKING AT HERE IS OUR DRIVER FIRST SPECIFICALLY WHICH IS OBVIOUSLY THE BIGGEST WORK FORCE THAT WE OVERSEE. AND WHILE THE SIZE OF THE SERVICE WE'VE BEEN TALKING ABOUT IS THE MAIN REASON WE HAVE TO EMPLOY SUCH A LARGE WORK FORCE, ANOTHER HUGE FACTOR HERE IS THE DRIVER WORK FORCE.

AND THE COLLECTIVE BARGAINING AGREEMENT.

AS YOU CAN SEE, WE HAVE 873 DRIVERS ON OUR TOTAL ROSTER AND THEN ALL THE ROSE BENEATH IT SHOW WHAT HAPPENS DURING A TYPICAL A.M. SHIFT.

SO AS YOU CAN SEE WE HAVE 116 DRIVERS ON LONG TERM LEAVE -- 114 DRIVERS ON LONG TERM LEAVE. OF THAT 114 ABOUT 50 OF THEM HAVE NEVER DRIVEN FOR TRANSEV SO THAT'S JULY 2013 SO HALF OF THAT 114 WILL BE DRIVEN FOR QUITE SOME TIME.

AND THE OTHER 60, 70 OR SO HAVEN'T DRIVEN FOR US IN AT LEAST SINCE THE BEGINNING OF THIS MOST RECENT SCHOOL YEAR BEGINNING OF SCHOOL YEAR IN SEPTEMBER.

FROM THERE, THERE ARE ANOTHER 24 SUSPENDED ON ANY GIVEN DAY. ANOTHER 47 ON SOME SORT OF SHORT TERM LEAVE WHICH COULD BE FLA, ANOTHER MEDICAL LEAVE, ETCETERA.



ANOTHER 29 DAILY ABSENCES,  
SOMEONE COULD BE TAKING A  
PERSONAL DAY, A SICK DAY, A NO  
CALL NO SHOW UNEXCUSED ABSENCE.  
WE HAVE SIX DRIVERS WHO ONLY  
WORK IN THE AFTERNOONS AND THEN  
WE HAVE FOUR EMPLOYEES WHO ARE  
PAID TO CONDUCT UNION BUSINESS.  
AFTER YOU KIND OF GO FROM THE  
873 AND KIND OF ALL THOSE  
CATEGORIES WE'RE LEFT WITH 649  
AVAILABLE DRIVERS AND AGAIN THIS  
IS JUST LOOKING AT A.M. WE HAVE  
623 ROOTED BUSES IN THE MORNING  
AND THEN WE COULD HAVE 15 TO 20  
FIELD TRIPS GOING ON IN THE  
MORNING.  
YOU SEE HOW THOSE NUMBERS  
DIMINISH PRETTY QUICKLY.  
WHILE WE MAY NOT BE PAYING A  
SALARY OR PAGE TO THE PEOPLE  
ESPECIALLY THE 50 WHO HASN'T  
DRIVEN FOR US IN QUITE SOME TIME  
THERE'S STILL A COST ASSOCIATED  
WITH ALMOST EVERY SINGLE ONE OF  
THEM IN TERMS OF SOME HEALTH  
INSURANCE OR ANOTHER FRINGE  
BENEFIT.  
THOSE 50 I KNOW FOR A FACT COSTS  
THE CITY \$175,000 ANNUALLY IN  
LIVE INSURANCE BENEFIT THAT'S  
REQUIRED IN THE COLLECTIVE  
BARGAINING REQUIREMENT.  
>> ANOTHER COST CUTTING IS THE  
CONTRACT SERVICES THAT THAT FLOW  
THROUGH TRANS EV.  
THEY COST ARE NOT TYPICAL YELLOW  
BUS SERVICE COST.  
WE SPEND A LOT OF MONEY IN OUR  
IF FACILITIES IN TERMS OF UPKEEP  
AND MAINTENANCE WHERE BUSES ARE  
PARKED IN SO THAT COULD BE  
PAVING, FILLING POTHOLES, SNOW  
REMOVAL.  
ALSO ON THE BUILDINGS THAT HOUSE  
OUR DISPATCH, OUR MAINTENANCE  
SHOPS, THAT COULD BE UTILITIES  
AND THINGS OF THAT NATURE.  
THE MAIN REASON I WANT TO SHOW  
THIS, THIS IS ANOTHER EXAMPLE  
WHEN OUR DEPARTMENT COSTS ARE  
COMPARED TO OTHER DISTRICTS.  
IT'S PROBABLY NOT A TRUE APPLES  
TO APPLES COMPARISON.

WHAT USUALLY HAPPENS IS THAT THESE COSTS ARE BUDGETED WHERE THE FACILITIES ARE PROPERTY MANAGEMENT DEPARTMENT. AGAIN THESE COSTS EXIST IN OTHER DISTRICTS.

THEY MIGHT NOT ALWAYS FALL ON THE TRANSPORTATION DEPARTMENT. NOW THAT WE'VE GONE INTO A LOT OF THE DETAIL ON THE DIFFERENT COST DRIVERS AND DIFFERENT COMPONENTS AND LINE ITEMS I KIND OF WANT TO STEP BACK INTO A MORE HOLISTIC FIELD.

OUR CURRENT PROJECTION IS SPENDING \$126 MILLION DOLLARS THAT'S UP 2 MILLION OR 2.4% MORE THAN LAST YEAR.

IF YOU TAKE A LOOK BACK AT FY15 YOU WILL SEE THAT WE SPEND \$108.6 MILLION THAT YEAR.

IF YOU LOOK AT THE BOTTOM OF THIS CHART YOU'LL SEE THAT OUR YEAR-OVER-YEAR GROWTH PERCENTAGE AND THAT IS SOMETHING THAT IS DECREASED EACH AND EVERY YEAR AND THAT'S A HUGE ACCOMPLISHMENT IN MY EYES.

AND I THINK WE CAN ATTRIBUTE THIS TO A VARIETY OF THINGS SUCH AS THE OPTIMIZATION OF ROOTS, HOLDING OUR VERB MORE ACHE ARE ACCOUNTABLE AND TO CROSS COLLABORATE IN BETWEEN INTERNAL BPS DEPARTMENT LIKE THE SPECIAL EDUCATION DEPARTMENT, OUR TECHNOLOGY DEPARTMENT, TRANSEV, OUR VENDOR AND OTHER STATE AGENCIES.

BUT THE MOST IMPORTANT FACTOR HERE HOW MUCH SLOWER THE GROWTH IS EACH AND EVERY YEAR.

IT WAS AS MUCH AS 5. % FROM 15 TO 16 AND OUR PROJECTED GROWTH THIS YEAR IS HALF OF THAT.

NOW THAT WE HAVE KIND OF A HIGH LEVEL OF UNDERSTANDING THAT COSTS HAVE GROWN IT KIND OF PRESENT A QUESTION OF WHAT SPECIFICALLY HAS GROWN DURING THAT SAME TIME FRAME.

FOR SIMPLICITY WE'RE GOING TO START ALL THE WAY TO THE LEFT WHERE THERE'S JUST THE ONE BLUE

AND RED COLUMN AND THE BLUE WE GOT INTO WHEN WE WERE REVIEWING THE TRANSSERVICES, THE YELLOW BUS SERVICES.

IN THE RED RIGHT ABOVE IT IS THE SERVICES THAT BPS PAYS DIRECTLY FOR AND I CONSIDER THESE KIND OF THE NON-YELLOW BUS SERVICES. WE'VE COVERED A VIEW OF THOSE ALREADY WITH THE BUS MONITORS, THE TRANSPORTATION FOR TRANSITION, OTHER THINGS THAT WE PAY DIRECTLY FOR ARE THE M7 PASSES AUTO LIABILITY INSURANCE AND SO ON.

IF YOU LOOK AT JUST THOSE TWO CATEGORIES THE BLUE AND RED ALL ON THE LEFT NOW TRANSITIONING OVER TO THE CHART ON THE RIGHT, THE RATE OF GROWTH FROM FY15 TO FY18 FOR THE TRANSEV OR THE YELLOW BUS SERVICES GREW AT A RATE OF 3 PERCENTERS ANNUALLY WHILE THE DIRECT BPS THOSE NON-YELLOW BUS SERVICES GREW AT A RATE OF 8%.

THAT 8% IS DRIVEN PRIMARY ME BY THOSE MILLION DOLLAR INCREASES WE SAW WITH THE BUS MONITORS AND ALSO IN THE TRANSPORTATION FOR STUDENTS TRANSITIONING OVER THAT TIME FRAME AT \$2 MILLION FROM 15 TO 18.

ON THE FLIP SIDE YOU'LL SEE OUR GROWTH ALL THE WAY TO THE RIGHT NOW FROM 18 TO 19.

WE'VE BEEN ABLE TO SLOW THE GROWTH OF THOSE OF THOSE CATEGORIES.

FOR OUR TRANSEV OR YELLOW BUS SERVICES COSTS THOSE ARE EXPECTED TO GROW BY 2% AND THE YELLOW BUS SERVICES ARE EXPECTED TO GROW BY 3%.

SO WE WENT FROM 3 TO 2 AND 8 TO 3.

THIS IS JUST ANOTHER LOOK THAT COMPARES SPECIFICALLY THE GROWTH FROM FY18 ANNUALS TO OUR FY19 PROJECTIONS.

TO POINT OUT ONCE AGAIN YOU'LL SEE WE ARE EXPECTED TO SPEND .3 MILLION OR \$300,000 LESS ON OUR BUS MONITORS THIS YEAR THAN WE

DID LAST YEAR.

BETWEEN WE ARE ALMOST CERTAIN THAT PROBABLY WOULD HAVE GROWN BASED ON THE TREND WE'VE SEEN IN THE LAST COUPLE YEARS TO THE .8 MILLION DOLLARS.

SO WHILE IT SHOWS THAT 3% OR 300,000 DECREASE IN SPENDING THERE'S ALSO COST AVOIDANCE THERE THAT WE AVOIDED OVER A MILLION DOLLARS IN COST.

THE ANOTHER AREA OF KIND OF EFFICIENCY IS THE OPERATION OF OUR CALL CENTER AND WE'RE ABLE TO BRING DOWN COSTS IN THAT SERVICE BY 99% AND WE HAVEN'T SEEN ANY IMPACT OF SERVICE THERE.

WE'VE ACCOMPLISHED THIS BY PRIORITIZING OUR STAFFING DURING PEAK TIMES OF THE DAY AND THE YEAR AND WE'RE DOING OUR BEST TO ALIGN WHEN TO PROVIDE THIS SERVICE, WHEN OUR FAMILIES NEED IT THE MOST.

JUST TO QUICKLY POINT OUT A FEW OTHER AREAS OF GROWTH WE'VE SEEN IS M7 PASSES AND THAT'S MAINLY JUST THAT THERE ARE MORE STUDENTS ON M7 PASSES AND ALSO WE'VE SEEN GROWTH IN THE AUTO LIABILITY INSURANCE.

WE'RE KIND OF JUST AT THE MARKET THERE.

THE AUTO LIABILITY INSURANCE MARKET HAS BEEN PRETTY VOLATILE OVER THE LAST COUPLE YEARS AND OUR INSURANCE COMPANY BASED ON MARKET FACTORS AND OUR SPECIFIC BUS FACTORS SETS OUR PREMIUM THAT WAY SO WE ARE TOLD WHAT OUR PREMIUM IS GOING TO BE BASED ON KIND OF OUTSIDE FORCES.

TRYING TO PULL THIS ALTOGETHER, COME FULL CIRCLE, WHY WE SPEND OUR MONEY AND WHAT WE SPEND IT ON.

THE LEFT SIDE OF THE CHART IS SOMETHING THAT MANY OF YOU HAVE SEEN BEFORE AND THE LEFT COLUMN CORRESPONDS TO THE PERCENT OF STUDENTS RECEIVING A CERTAIN TYPE OF TRANSPORTATION AND THAT RIGHT COLUMN REPRESENTS THE PERCENT

OF -- COLUMN REPRESENTS THE PERCENT OF TOTAL COSTS.

THE DIFFERENT COLORS REPRESENTS THE DIFFERENT SCHOOL WITH BLUE BEING BPS, GREEN BEING CHARTER, ETCETERA.

AND THE DIFFERENT SHADES WITHIN THEM ARE THE DIFFERENT STUDENT TYPES.

SO IF YOU LOOK ALL THE WAY ON THE VERY BOTTOM IN THE VERY DARK BLUE YOU'RE GOING TO SEE THAT 30% OF OUR STUDENTS TRANSPORTED ARE CORNER STUDENTS AND THEY REPRESENT 35% OF OUR COSTS.

IF YOU GO UP ONE SHADE ABOVE THAT YOU'RE GOING TO SEE OUR, THE BPS DOOR TO DOOR STUDENTS AND THEY REPRESENT 11% OF OUR TOTAL STUDENTS TRANSPORTED. HOWEVER THEY REPRESENT ALSO 35% OF OUR COSTS SO U REALLY SEE HOW EXPENSIVE THOSE TYPES OF STUDENTS ARE.

AND THEN THE TABLE ON THE RIGHT IS KIND OF SHOWS A BREAK DOWN ON THE NUMBER OF STUDENTS AND AVERAGE COST PER PEOPLE. THAT'S TO INCLUDE THE BUS MONITOR COSTS.

>> ONE THING TO NOTE ON THAT SLIDE BY THE WAY YOU'RE LOOKING AT THE DIFFERENT COLUMN ON THE LEFT-HAND SIDE YOU'LL SEE THAT LESS THAN 25% OF OUR STUDENTS ARE BPS DOOR TO DOOR CHARTER OR PRIVATE SPECIAL EDUCATION.

AGAIN LESS THAN 25% OF OUR STUDENTS COME FROM THOSE TWO, THOSE THREE STUDENT GROUPS. AND YET THOSE THREE GROUPS REPRESENT MORE THAN 50% OF OUR COSTS.

THE THREE STUDENT GROUPS OF BPS DOOR TO DOOR CHARTER AND PRIVATE SPECIAL EDUCATION REPRESENT LESS THAN 25% OF OUR STUDENTS TRANSPORTED EACH DAY.

AND WHY THEY EXRIED MORE THAN 50% OF OUR COSTS.

THAT'S AN IMPORTANT POINT AND IN LINE WITH THE GENERAL THEME THERE ARE FACTORS BEYOND OUR CONTROL AND TRANSPORTATION DOES

THE VERY BEST IT POSSIBLY CAN  
THROUGH A LOT OF NOSES WE'VE  
DISCUSSED WITH YOU IN THE PAST  
TO DO AS MUCH AS POSSIBLE WITH  
WHAT WE CAN CONTROL.

BUT THERE ARE CERTAIN INCREASES  
IN CERTAIN RIDER TYPES AND  
CERTAIN LAWS THAT WE CAN'T  
AVOID.

THESE ARE THINGS BEYOND OUR  
CONTROL AND REPRESENT A LARGE  
PERCENTAGE OF OUR COSTS.

SORRY, ED.

>> THAT'S ALL WE HAVE FOR TODAY  
BECAUSE WE'RE STICKING TO FY19  
SPENDING.

WE'RE ON OUR FY20 PROCESSES AND  
THESE TWO MORE BUDGET HEARINGS  
AND YOU ARE ALL INVITED TO JOIN  
ON.

FROM THERE WE OBVIOUSLY GO BACK  
HERE FOR THE EQUITY HEARING AT  
THE END OF APRIL -- AT THE END  
OF MARCH AND OBVIOUS THEN  
WHENEVER THE OPERATIONS SPECIFIC  
BPS BUDGET FY20 BUDGET HEARING  
IS.

>> THANK YOU VERY MUCH.

LET ME INTRODUCE MY COLLEAGUES  
WHO ARRIVED SHORTLY AFTER YOU  
STARTED YOUR PRESENTATION.  
TO MY FAR RIGHT COUNCILOR KIM  
JANE.

TO MY IMMEDIATE RIGHT COUNCILOR  
ANDREA CAMPBELL AND LYDIA  
EDWARDS, MY FAR LEFT BOTH  
COUNCILORS TIM MCCARTHY AND  
COUNCILOR ED FLYNN.

I JUST WANTED TO ASK ONE QUICK  
QUESTION AND THEN I WANT TO HAND  
IT TO THE SPONSOR BUT HAVE YOU  
DONE A YEAR-TO-DATE FY19  
EXPENDITURE?

I DIDN'T SEE IT.

>> WE DON'T HAVE A YEAR-TO-DATE  
WE HAVE A PROJECTION FOR FY19.  
WE DON'T HAVE A YEAR-TO-DATE  
SPENDING.

WE CERTAINLY COULD PROVIDE THAT.  
WHAT WE HAVE HERE IS A  
PROJECTION BASED OFF OF WHAT  
WE'RE SPENDING TO DATE.

>> THIS IS BEING LIKE GETTING  
CLOSE TO THE THIRD QUARTER JUST

I THINK WOULD BE HELPFUL.  
THANKS.

COUNCILOR ESSAIBI GEORGE.

>> THANK YOU CHAIR.

SO MY QUESTION IS ACTUALLY VERY  
DIRECTLY RELATED TO THAT.

I'M LOOKING AT 16 IN THE PACKET.  
THE ACTUAL VERSUS THE PROJECTION  
FOR FISCAL YEAR 18 THE T&TAL  
ACTUAL IS 123.1 MILLION BUT WHAT  
WE HAD APPROVED AS PART OF THAT  
BUDGET PROCESS WAS ACTUALLY 116  
MILLION.

SO I THINK THAT IT'S OBVIOUSLY  
IT'S IMPORTANT TO LOOK AT WHAT  
WE ACTUALLY SPEND BUT THE ROOT  
OF THIS HEARING IS TO UNDERSTAND  
WHAT WE HAD BUDGETED AS OPPOSED  
TO WHAT WE ENDED UP SPENDING SO  
I THINK THE GROWTH THERE OR THE  
PERCENTAGE OF DIFFERENCE WOULD  
BE MUCH LARGER IF WE USED THE  
TRUE NUMBER OF WHAT WE BUDGETED.  
FOR FY19 WE'RE NOW PROJECTED TO  
SPEND 126.1 WHERE WE HAD  
BUDGETED THAT YEAR OR FOR LAST  
YEAR WE BUDGETED 119.

SO WE'RE LOOKING AT A \$7 MILLION  
COST OVERRUN IN TRANSPORTATION  
SPENDING.

THAT'S A SIGNIFICANT NUMBER  
WHERE IF I THINK BACK TO LAST  
YEAR OUR COMMITMENT TO PROVIDING  
MENTAL HEALTH AND BEHAVIORAL  
HEALTH SPECIALISTS IN OUR  
SCHOOLS WE MADE AN INVESTMENT  
2.3 MILLION OR \$5 MILLION IN  
COMPARISON.

THERE ARE LOTS OF COSTS WE CAN'T  
CONTROL.

THERE ARE THINGS THAT POLICY  
DETERMINE THAT YOU ALL ARE JUST  
RESPONDING TO BUT PART OF WHAT  
THIS HEARING IS MEANT TO DO IS  
BRING TO LIGHT THE BUDGETING  
PROCESS, WHAT WE APPROVE AS A  
CITY COUNCIL THROUGH OUR BUDGET  
THROUGH FIRST THE SCHOOL  
COMMITTEE PROCESS AND THROUGH  
OUR BUDGETING PROCESS TO THE  
LEADERSHIP OF OUR WAYS AND MEANS  
CHAIR.

AND THEN WHERE WE SPEND UP  
HALFWAY THROUGH THE END OF THE

SCHOOL YEAR.

WE'RE LOOKING AT A \$7 MILLION  
OVERRUN WHICH IS CERTAINLY  
FRUSTRATING TO SEE.

I UNDERSTAND THAT THERE ARE  
REASONS FOR THAT.

THESE STILL A SIGNIFICANT COST  
OVERRUN.

I APPRECIATE SORT OF ALL THIS  
INFORMATION.

IT'S VERY THOUGHTFUL AND VERY  
WELL DONE.

SO GOING BACK TO THE  
PRESENTATION, SLIDE NUMBER THREE  
I'M GOING TO GO FROM THE  
BEGINNING AND SORT OF GO THROUGH  
AS MANY QUESTIONS AS I CAN IN  
THE FEW MINUTES I'M ALLOTTED IN  
THIS ROUND.

HOW MANY OF OUR BOSTON PUBLIC  
SCHOOLS, HOW MANY OF OUR BOSTON  
PUBLIC STUDENTS, BPS KIDS ARE  
RETRANSPORTING OUTSIDE OF THE  
CITY OF BUSTON EVERY DAY?

>> ON SLIDE 5 WE HAVE A PRIVATE  
SPECIAL EDUCATION STUDENTS.

WE DON'T TECHNICALLY HAVE ANY  
BOSTON PUBLIC SCHOOL STUDENTS  
BAG TRANSPORTED OUT OF BOSTON.

WHAT WE DO HAVE THOUGH IS  
PRIVATE SPECIAL EDUCATION  
STUDENTS WHO THROUGH DIFFERENT  
MEDIATION EFFORTS OR WHAT HAVE  
YOU HAVE BEEN PLACED IN SPECIAL  
EDUCATION PROGRAMS OUTSIDE OF  
BOSTON AND PART TO WORK WITH OUR  
SPECIAL EDUCATION DEPARTMENT.  
WE WOULDN'T TREAT THEM AS BPS  
STUDENTS PER SE BUT THIS 202 OF  
THOSE STUDENTS.

WE WOULD HAVE TECHNICALLY  
STUDENTS THROUGH HOMELESSNESS  
AND TRANSITION.

I DON'T KNOW WHAT THAT NUMBER  
IS.

>> 505 OR 550.

>> 550 IS THE TOTAL NUMBER OF  
STUDENTS TRANSPORTED IN BOTH THE  
HOMELESS AND BPS CATEGORY  
TOGETHER.

IT'S, THAT'S THROUGHOUT THE YEAR  
AND BECAUSE TRANSPORTATION CAN  
BE SET UP FOR A SINGLE WEEK IF  
THE STUDENT ENTERED THE FOSTER



SHELTER ONE WEEK AND THEN WAS OUT THE NEXT.

WE'RE REALLY TRYING TO WATCH IS KIND OF THE ACTIVE AND THAT'S THAT 350 ON THAT SIDE.

>> ON THAT, ALSO ON THAT SIDE, I APPRECIATE THE BREAK DOWN SO WE CAN SEE HOW EACH OF THE DIFFERENT SCHOOL TYPES, HOW EXPENSIVE THEY ARE TO TRANSPORTED DIFFERENT KIDS, WITH A THE COST IS.

WHAT ARE THE WAYS WE CAN LOOK, AND YOU REFERENCED SOME OF THE INNOVATION THAT YOU ARE ALL WORKING TOWARDS AND SOME COST SAVINGS YOU'VE BEEN ABLE TO REALIZE.

WHAT ARE SOME OF THE WAYS WE CAN LOOK AT REDUCING SOME OF THE SING PENS FOR NON-BPS -- EXPENSES FOR NON-BPS STUDENTS?

>> TO BE TOTALLY FRANK WE CAN LOOK AT THE STATE LAW.

THESE ARE NOT OUR STUDENTS.

WE CAN LOOK AT THE STATE LAW AND CONTEMPLATE ADDRESSING THAT.

IF WE TONIGHT ADDRESS IT THROUGH A CHANGE IN THE STATE LAW REQUIREMENT ABOUT TRANSPORTING CHARTER SCHOOLS OR PAROCHIAL SCHOOL STUDENT WE LOOK AT THE STATE LAW OR AT THE LEVEL OF HOW SHORT FUNDED WE ARE IN OUR CHARTER SCHOOL.

I THINK WE CAN LOOK VERY CLOSELY AT THE PROMISE ACT THAT MAYOR WALSH IS PUTTING FORWARD RIGHT NOW WITH OTHERS AND THE LEGISLATURE TO ADDRESS SOME OF THESE SHORT FALLS AND AID FROM THE STATE.

IF WE'RE ABLE TO RECEIVE SOME OF THAT I BELIEVE MUCH OF THIS WILL BE PALATABLE.

WE ARE UNDER FUNDED IN OUR CHARTER SCHOOL COMMITMENT AND LEFT TO PICK UP THE TAB FOR THIS IT CAUSES QUITE A BURDEN ON THE TRANSPORTATION BUDGET.

>> NO DOUBT.

STUDENTS IN BPS WHO RECEIVE TRANSPORTATION IF THEY PHYSICALLY MOVE FROM ONE PART OF

THE CITY TO ANOTHER, THIS DON'T GET, THEY DON'T CONTINUE TO RECEIVE TRANSPORTATION FOR GENERAL ED CORNER PICK UP. IF A CHARTER SCHOOL OR PAROCHIAL STUDENT MOVES DO WE TAKE AWAY TRNLS PORTATION OR ARE WE MANDATED AS IF THEY WERE CITY WIDE SCHOOLS.

>> QUITE FRANKLY BECAUSE CHARTER SCHOOLS ARE BY LAW CITY WIDE CHARTER SCHOOL STUDENTS HAVE MUCH MORE FLEXIBILITY WITH REGARDS TO THEIR TRANSPORTATION OPTIONS THAN OUR OWN DISTRICT STUDENTS DO WHICH AGAIN IS TROUBLESOME FOR US.

WHAT YOU'RE REFERRING TO IS IF A STUDENT MOVES AND IS A CURRENT CAN BPS STUDENT, IN SOME CASES IF THEY MOVE THEY'LL STILL BE ABLE TO MAINTAIN THEIR TRANSPORTATION.

IF THEY ARE SPECIAL EDUCATION FOR EXAMPLE THEN CERTAINLY ALMOST ALWAYS THEY WILL CONTINUE TO RECEIVE THEIR TRANSPORTATION. IF THEY MOVE BUT WILL CONTINUE TO HAVE THEIR SCHOOLS IN THEIR CHOICE LISTS SO TO SPEAK THEN THEY WILL CONTINUE TO HAVE TRANSPORTATION AS WELL.

BUT IF THEY MOVE TO A PART OF THE CITY WHICH SOMEBODY HAVE TO BE THAT FAR -- WHICH DOESN'T HAVE TO BE THAT FAR AWAY, THEY CAN ATTEND THIS SCHOOL, THEY WOULD LOSE TRANSPORTATION. IF THEY WERE A CHARTER SCHOOL STUDENT THEY WOULDN'T.

>> IF A CHARTER STUDENT MOVES OUTSIDE OF THE ABILITY DO WE HAVE TO PROVIDE TRANSPORTATION FOR THAT STUDENT.

>> NO.

>> SO A KID WHO LIVES IN BOSTON ATTENDS A CHARTER SCHOOL ATTENDS IN BOSTON BUT MOVES OUTSIDE THE CITY WE'RE NO LONGER RESPONSIBLE FOR TRANSPORTATION.

>> CORRECT.

>> OKAY.

>> COUNCILOR JANEY.

>> THANK YOU SO MUCH.

>> THANK YOU.

I ALSO WANT TO, SO THANK YOU TO COUNCILOR ESSAIBI GEORGE FOR HER LEADERSHIP ON THIS ISSUE, THANK YOU FOR THE PANEL.

I'VE BEEN FOLLOWING BPS TRANSPORTATION FOR A NUMBER OF YEARS, AT LEAST 15 MAYBE GOING ON 20.

I THINK THE PRESENTATIONS ARE GETTING MORE AND MORE THOUGHTFUL SO I DO APPRECIATE THAT.

THERE'S A LOT OF BREAK DOWN THAT'S IMPORTANT.

BEFORE WE JUST HAD A BIG PIE CHART THAT JUST SAID TRANSPORTATION COSTS ARE TOO HIGH AND NOW WE'RE GETTING A REALLY GOOD BREAK DOWN SO I REALLY DO APPRECIATE THAT.

I DIDN'T MARK THE PAGE NUMBER SO FORGIVE ME IF I'M GOING THROUGH. I'M WONDERING HOW MANY, WHEN YOU TALK ABOUT CITY WIDE TRANSPORTATION, SO WE TALKED ABOUT A DUAL LANGUAGE SCHOOL EARLIER.

IF YOU COULD BREAK THAT DOWN TO CITY WIDE TRANSPORTATION THAT ARE NOT HIGH SCHOOLS.

SO HOW MANY SCHOOL ARE WE TALKING ABOUT THAT ARE NON-HIGH SCHOOLS THAT OFFER CITY WIDE TRANSPORTATION.

SO I KNOW YOU MENTIONED UMANA, THIS SOME DISTRICT CHARTERS I WOULD IMAGINE.

>> YES.

IN DISTRICT CHARTERS WOULD HAVE CITY WIDE TRANSPORTATION.

THERE ARE SCHOOLS THAT ON THE SURFACE YOU WOULDN'T CONSIDER THEM TO HAVE CITY WIDE ENROLLMENT BUT IF THEY HAD A SPECIAL EDUCATION PROGRAMMING THAT IS EITHER UNIQUE OR THAT HAPPENS TO HAVE CAPACITY WHERE OTHER PROGRAMS DO NOT, THEN THEY MAY AS WELL BE CITY WIDE.

>> SO I GUESS JUST TO CLARIFY WHEN YOU MENTIONED CITY WIDE SCHOOLS EARLIER IN YOUR PRESENTATION, WERE YOU TALKING ABOUT, WERE YOU INCLUDING THE

HIGH SCHOOLS OR NOT?

>> I THINK YOU MIGHT BE REFERRING TO ABOUT THE LEVEL OF SCHOOL CHOICE AND HOW FAR OUR STUDENTS ARE COMING.

>> ARE SEVENTH GRADERS WHO GO FROM SEVEN TO 12 ARE THEY GETTING BUSES OR ARE THEY GETTING BUT PASSES, WHAT ARE THET GETTING.

>> THEY ARE GETTING M7MTA PASSES.

>> GOOD.

>> WHAT I THINK THE DATA YOU'RE REFERRING TO IS SIMPLY TALKING ABOUT SCHOOLS OR STUDENTSIVING TRANSPORTATION ON YELLOW BUS.

>> THERE WAS AN ASIDE ABOUT ZIP CODES.

>> SLIDE CIRCUMSTANCE.

>> SO OF THOSE STUDENTS, HOW MANY OF THESE STUDENTS, DID YOU DO A BREAK DOWN TO UNDERSTAND HOW MANY OF THESE STUDENTS ARE BEING GRAND FATHERED UNDER THE OLD ASSIGNMENT PLAN OR NOT?

LIKE I WOULD BE INTERESTED.

SO WHEN WE TALK ABOUT MORE THAN 15 ZIP CODES BEING SERVED WITH THE 63 SCHOOLS, WHAT IS THAT?

IS THAT THE CITY WIDE TRANSPORTATION LIKE HERNANDEZ OR ARE THEY THE CHILDREN BEING GRANDFATHERED IN AND HOW FAR ARE WE IN TERMS OF NUMBER OF CAREERS AND HOW MUCH IS THAT COSTING?

>> WE COULD PROVIDE THAT INFORMATION FOR YOU.

I DON'T KNOW IF WE WOULD BE ABLE TO GIVE YOU A RELIABLE COST ESTIMATE FOR ARE THOSE STUDENTS WHO ARE BEING GRANDFATHERED BECAUSE IT WOULD BE SO LADENED WITH OTHER VARIABLES AND ASSUMPTIONS THAT WOULD BUILD INTO THOSE COSTS BUT WE COULD CERTAINLY PROVIDE OR I BELIEVE WE COULD PROVIDE THE NUMBER OF STUDENTS WHO ARE GRANDFATHERED IN.

WE ARE NOW MORE THAN A FEW YEARS INTO THE TRANSPORTATION ASSIGNMENT SYSTEM.

SO IT'S LIKELY THAT THAT NUMBER

IS GETTING PRETTY SMALL.  
WHAT YOU'RE SEEING HERE THOUGH  
ISN'T NECESSARILY A BY PRODUCT  
OF THE OLD ASSIGNMENT SYSTEM  
THIS IS A BY-PRODUCT OF THE  
CHOICE WE .

>> UNDER THE HOME BASE.

>> EVEN UNDER THE HOME BASE IT'S  
NOT JUST GENERAL EDUCATION  
STUDENTS IT'S ALSO SPECIAL  
EDUCATION STUDENTS OR ENGLISH  
LANGUAGE LEARNERS WHO MIGHT BE  
TRAVELING PRETTY DID DISTANCES  
TO GET FROM HOME TO SCHOOL.  
NOT BECAUSE THE SCHOOL IS ON A  
GENERAL EDUCATION CHOICE LIST  
BUT THAT'S BECAUSE OF THE  
PROGRAM THAT WE HAVE ACROSS THE  
CITY THAT COULD ACCOMMODATE  
THEIR NEEDS.

>> SO I NOTICE, I THINK I SAW IN  
THE PRESENTATION THAT DOOR TO  
DOOR WAS THREE TIMES ALMOST  
THREE TIMES THE COST OF THE  
CORNER BUSES, IS THAT CORRECT?

>> TWO AND-A-HALF TIMES.

>> IS THERE ANY ANALYSIS DONE,  
AND I KNOW YOU'LL SAY IT HAPPENS  
AT THE IEP MEETING BUT REALLY  
FROM THE SYSTEM, IS THERE ANY  
ANALYSIS TO REALLY UNDERSTAND  
HOW MANY DOOR TO DOOR STUDENTS  
WOULD BE ABLE TO TAKE, GET TO  
SCHOOL ON THEIR OWN.

SO YOU HEAR OF HIGH SCHOOL  
STUDENTS IN PARTICULAR WHO ARE  
USING THE T ON THIS OWN TIME ON  
THE WEEKENDS BUT ARE GETTING  
DOOR TO DOOR SERVICE DURING  
SCHOOL DAY BECAUSE THEIR IEP  
SAYS THEY CAN GET IT.

I'M JUST WONDERING FROM A  
SYSTEMATIC STANDPOINT WHAT ARE  
YOU GUYS DOING TO REALLY ANALYZE  
WHETHER OR NOT THERE ARE  
STUDENTS WHO WOULD BE EXPWFD --  
INTERESTED IN ABLE.

OBVIOUSLY IF A STUDENTS GETS  
DOOR TO DOOR THEY SHOULD  
CONTINUE THE TO GET DOOR TO  
DOOR.

ARE YOU LOOKING AT THAT.

>> WE'RE LOOKING AT THAT  
CURRENTLY.

WE'RE WORKING HAND IN HAND WITH  
OUR SPECIAL ED TEAM,  
TRANSPORTATION AND SPECIAL ED  
PASSPORTS WHERE WE MEET BI-BUY  
WEEKLY TO DISCUSS THESE ISSUES.  
>> WE HAVE A MEETING NEXT WEEK.  
THERE'S CONCERN THAT A STUDENT  
AND BETWEEN I'VE GOT CHILDREN IN  
THE SYSTEM AND FOR ONE OF THEM  
I'VE BEEN IN THOSE IEM MEETINGS  
AS A PARENT SO -- IEP MEETINGS  
AS A PARENT AND I KNOW HOW THEY  
RUN AND THERE IS A POSSIBILITY  
STUDENTS ARE RECEIVING DOOR TO  
DOOR TRANSPORTATION  
ACCOMMODATIONS WHO SHOULDN'T TO  
MAYBE DON'T ACTUALLY MERIT IT  
AND THROUGH THE LETTER OF THE  
LAW THEY ARE SUPPOSED TO BE IN  
THE LEAST RESTRICTIVE  
ENVIRONMENT POSSIBLE AND THAT  
WOULD NOT BE DOOR TO DOOR  
TRANSPORTATION IF THEY ARE NOT  
ACTUALLY FULLY ELIGIBLE FOR DOOR  
TO DOOR TRANSPORTATION.  
SO WE'RE WORKING VERY CLOSELY  
WITH SPECIAL ED TO DETERMINE HOW  
CAN WE WORK MORE CLOSELY  
TOGETHER.

>> I'M GETTING THE HOOK FROM  
APOLLO.

LET ME JUST ASK ONE MORE  
QUESTION AND I'LL SAVE THE REST  
FOR THE NEXT ROUND.

YOU TALKED ABOUT, WHICH ONE.  
THAT'S SO MANY GOOD ONES.

LET'S GO TO PAGE 11.

I HAVE THE EMPLOYEES, THE LONG  
TERM LEAD, THE SUSPENDED, THE  
SHORT TERM LEAVE, THE DAILY  
ABSENCES, ETCETERA ETCETERA.  
HOW MUCH IS THAT COSTING?

OF THE 873 PEOPLE WHO ARE ON THE  
ROSTER, ONLY 649 ARE AVAILABLE  
FOR ANY GIVEN DAY.

OF ALL OF THOSE THAT ARE NOT  
DRIVING BUSES AND WORKING HOW  
MUCH IS THAT COSTING US.

>> I COULD GIVE PIECES OF THAT.  
FOR EXAMPLE SUS PEPPED DRIVERS  
WHILE SOME ARE SUSPENDED WITHOUT  
PAY THERE ARE A LOT SUSPENDED  
WITH PAY, WE USUALLY SPEND ABOUT  
\$1. MILLION ON AN ANNUAL BASIS

ON SUSPENDED WITH PAY DRIVERS.  
FOR THE LONG TERM LEAVE.

>> CAN I JUST, I APOLOGIZE.

>> YES.

SO SPEAKING SPECIFICALLY ABOUT  
THE SUSPENDED CATEGORY SO THAT  
24 DRIVERS SUSPENDED.

WHILE THERE ARE SOME DRIVERS ON  
ANY GIVEN DAY ARE SUSPENDED  
WITHOUT PAY THERE ARE A LOT  
SUSPENDED WITH PAY.

ACTUALLY WE SPEND ABOUT \$1.3  
MILLION SUSPENDED WITH PAY  
DRIVERS.

THAT WAS THE NUMBER LAST YEAR  
AND I BELIEVE IT'S  
PRETTY CONSISTENT WITH PRIOR  
YEARS AS WELL.

WHEN WE LOOK AT THE LONG TERM  
LEAVE CATEGORY AT THE VERY TOP,  
114.

WE'RE NOT PAYING A SALARY TO  
THOSE PEOPLE BECAUSE THEY'RE NOT  
DRIVING, FOR 50 OF THOSE PEOPLE  
ON THE LONG TERM LEAVE THEY  
HAVEN'T DRIVEN FOR TRANSEV WHO  
HAS BEEN HERE SINCE JULY  
2013 SO THAT'S FY14 AND  
THOUSAND WE'RE ON FY19.

AGAIN THEY'RE NOT COLLECTING A  
SALARY BUT THEY'RE COLLECTING A  
RANDOM LIFE INSURANCE BENEFIT WE  
PAY FOR AND THAT HAS AN ANNUAL  
COST OF ABOUT \$175 THOUSAND A  
YEAR.

WITH SHORT TERM LEAVE AND DAILY  
ABSENCES, DAILY ABSENCES SOMEONE  
TAKING A PERSONAL DAY OR SICK  
DAY, THEY'LL GET A DAY'S WAGE.

I'M NOT -- WAGE.

I'M NOT SURE HOW MUCH BUT WITH  
THE SHORT TERM LEAVE THE COST IS  
USUALLY IN THE HEALTH INSURANCE  
BECAUSE THEY ARE OUT FROM LA  
SOME SORT OF MEDICAL, ANY OTHER  
KIND OF NORMAL LEAVE WHILE THEY  
WON'T BE MAKING A WAGE FROM US  
WE'RE NOT PAYING THEM A SALARY  
BECAUSE THEY'RE NOT DRIVING,  
THERE IS A COST WITH THE HEALTH  
INSURANCE REQUIREMENT COSTS  
ETCETERA AND THAT NUMBER I DON'T  
HAVE.

BUT I CAN TRY TO SEE IF WE CAN

PROVIDE THAT BREAK DOWN.

>> THANK YOU.

>> THANK YOU, COUNCILOR CIOMMO  
AND THANK YOU COUNCILOR ESSAIBI  
GEORGE FOR CONTINUING TO HAVE  
THESE HEARINGS.

THEY'RE VERY HELPFUL.

THANK YOU TO ALL OF YOU.

THE PRESENTATIONS ARE GREAT.  
SOMETIMES THERE ARE HEARINGS  
WITH BPS THE PRESENTATIONS  
AREN'T THE BEST IN TERMS OF WHAT  
I MEAN BY THAT IS JUST THE HELL  
OF DETAILS.

SO I APPRECIATE THE LEVEL OF  
DETAIL THAT YOU GUYS EVERY TIME  
YOU COME BACK THERE'S MORE  
DETAIL AND I JUST WANT TO AWE  
PLOPPED YOU FOR THAT SO THANK  
YOU -- APPLAUD YOU FOR THAT .

TRANSPORTATION IS AN ISSUE FOR  
ALL OF US IN THIS BUILDING  
OUTSIDE, IT'S NEVER MARGIN.

I GET THAT YOU GUYS ARE WORKING  
HARD AND MUCH OF THIS IS OUTSIDE  
YOUR CONTROL.

SO I ALSO WANT TO ACKNOWLEDGE  
THE HARD WORK YOU GUYS DO EVERY  
SINGLE DAY TO TRY TO PULL THESE  
COSTS BACK TO TRY TO RULES THE  
COSTS SO THANK YOU.

>> THANK YOU.

>> JUST A COUPLE QUESTIONS.

I WANT TO GO BACK TO COUNCILOR  
ESSAIBI GEORGE 'S POINT ON THE  
SORT OF OVERRUN THAT 7 MILLION.  
SHE SAID THERE ARE REASONS.

I'M CURIOUS.

WHAT ARE SOME OF THOSE REASONS.  
WE HAVE A PROJECTION THOSE ARE  
MILLIONS OF DOLLAR.

THOSE A BIG OVERRUN.

WHAT ARE THE REASON BEHIND THAT.  
I'M CURIOUS.

>> I'LL OPEN UP AND IF THERE'S  
ANY DETAIL YOU WANT TO WEIGH IN  
ON, ED IS OUR ASSISTANT DIRECTOR  
OF FINANCE AND KNOWS THE NUMBERS  
BETTER THAN I.

TO SOME DEGREE THE BUDGET WE  
ENTERED FY19 WITH WAS NOT AS  
ACCURATE AS WE WOULD LIKE IT TO  
BE BASED ON WHERE OUR SPENDING  
HAS BEEN IN RECENT YEARS.



THAT SAID WE DID WHATEVER WE COULD TO REDUCE SPENDING IN AREAS WHERE WE COULD CONTROL. IN THE PAST WHERE WE HAVEN'T BEEN ABLE TO CONTROL SUCH AS MONITOR RELATED COSTS.

AS ED SAID EARLIER TODAY WE'RE ABLE TO SAVE DESPITE THE FACT THAT ONE TO ONE MONITOR REQUESTS GREW BY 153% OVER THE LAST FEW YEARS.

YOU DON'T REALLY SEE THAT BECAUSE OF AN OVERRUN BUT THAT OVERRUN COULD HAVE BEEN FAR FAR GREATER HAD IT NOT BEEN FOR SOME OF THE EFFORTS TO CONTROL COSTS WHEREVER POSSIBLE.

IN ADDITION TO THAT HAD IT NOT BEEN FOR A DRASTIC INCREASE IN MONITOR RELATED EXPENSES OR MONITOR-RELATED REQUESTS YEAR TO YEAR IT'S LIKELY THAT THE SAVINGS THAT WE ACHIEVED WOULD HAVE BEEN FAR GREATER.

SIMILARLY THE INCREASE IN THE NUMBER OF SITES THIS YEAR PARTICULARLY WITH PRIVATE SPECIAL EDUCATION STUDENTS, THOSE BEING OUR MOST EXPENSIVE STUDENTS TO TRANSPORT, THAT WAS ALSO A COST BEYOND OUR CONTROL THAT WE HADN'T BEEN ABLE TO BUDGET FOR.

I DON'T REMEMBER THE NUMBERS SPECIFICALLY BUT OUR YEAR TO YEAR GROWTH IN THAT CATEGORY FROM LAST YEAR TO THIS YEAR WAS VERY SURPRISING AND SORT OF ABOVE THE TREND WE HAD SEEN IN RECENT YEARS AND NOT SOMETHING WE WOULD HAVE BEEN ABLE TO BUDGET FOR APPROPRIATELY BECAUSE YOU DON'T HAVE AS MUCH VISIBILITY INTO THAT ISSUE AS YOU'D LIKE ON A YEAR TO YEAR BASIS.

IN ADDITION TO THAT FUEL COSTS HAVE RISEN, INSURANCE COSTS HAVE RISEN, OTHER THINGS THAT ROSE EVEN ABOVE OUR PROJECTED INCREASES.

UNFORTUNATELY WE'RE NOT ABLE TO SUSTAIN THOSE COSTS.

CLEARLY IT IS AN OVERRUN,

CLEARLY WIRE NOT HAPPY BIT,  
NOBODY IN TRANSPORTATION IS AND  
WE'RE DOING EVERYTHING WE CAN  
EVERY DAY TO REDUCE COSTS AND  
WE'RE HOPING WE'RE ABLE TO  
CONTROL COSTS BETTER IN FY20  
WHICH WE'LL DISCUSS THE NEXT  
COUPLE MONTHS WHEN THE BUDGET  
HEARINGS COME AROUND.

>> DO YOU WANT TO APPEARED  
ANYTHING.

>> I JUST WANT TO APPEARED THAT  
I THINK IT'S BEEN -- TO ADD THAT  
I THINK IT'S BEEN A NUMBER OF  
YEARS OF THE BUDGET BEING SET  
FOR A WHILE THE DISTRICT AND THE  
CITY DIDN'T KNOW WHAT WAS THE  
RIGHT NUMBER TO BE SPENT.  
WHAT IS REASONABLE?

I THINK WE'VE FINALLY GONE TO A  
PLACE WHERE WE'RE PROJECTING AND PROJECT  
BUILDING A BUDGET FROM THE  
GROUND UP AND DOING A LOT MORE  
THOUGHTFUL PROCESS AND TAKING  
OUR TIME.

WE'RE GOING THROUGH THE BUDGET  
PROCESS NOW WE'VE BEEN WORKING  
ON THIS FROM THE END OF KENT TO  
FIGURE OUT WHAT SHOULD WE BE  
SPENDING AND WHERE HAS THE  
GROWTH BEEN OVER THE LAST COUPLE  
YEARS.

UNFORTUNATELY WE HAVE SEEN  
GROWTH.

IF YOU GO BACK TO ONE OF THOSE  
LATER SPOTS, THE NON-YELLOW BUS  
SERVICES WAS GROARG AT A RATE OF  
8% ANNUALLY.

-- GROWING AT A RATE OF 8%  
ANNUALLY THAT'S NOT SUSTAINABLE.  
BUS MONITORS WAS A LINE ITEM IS  
NOW CRAZY.

WE ARE NOW IN A PLACE WHERE WE  
ARE REALLY UNDERSTANDING KIND OF  
THE WHAT I LIKE TO CALL THE LIE  
WHY AND THE WHAT.

WHY WE ARE SPENDING AND WHAT TO  
BETTER UNDERSTAND DOLLAR OUT  
PUT.

>> I SAY TO SOME DEGREE THE  
BUDGET MAYBE WAS THE AS ACCURATE  
AS WE'D LIKE IT TO BE.

I OWN THAT MYSELF.

WE WORK CLOSELY WITH OUR FINANCE

TEAM.

CERTAINLY WHEN WE PUT A BUDGET TOGETHER WE AIM WITH OUR INTENTIONS TO HIT THAT BUDGET NUMBER SO IT'S NOT AS IF WE DISAGREE WITH THINGS AND THEN WE JUST SORT OF DO WHAT WE DO, WE WORK VERY CLOSELY TO UNDERSTAND THE BUDGET AND HIT THOSE BUDGETS.

BECAUSE OF THE INNOVATIONS IN THE LAST TO YOU YEARS WE ARE OPTIMISTIC TO HIT BUDGETS BECAUSE SOME OF CUTS IN OUR SAVINGS IN MONITORS, YOU CHANGES AND OPTIMIZATION AND QUITE FRANKLY THOSE HAVE AMOUNTED TO SIGNIFICANT SAVINGS YOU DON'T SEE THEM MUCH BECAUSE OVERRUNS IN OTHER AREAS BEYOND OUR CONTROL HAVE OUTTRENCHED OUR ABILITY.

>> THE FACTOR OF THE OVERRUNS IS REALLY THIS DOOR TO DOOR PLACEMENT PARTICULARLY OUTSIDE THE DISTRICT AND REQUESTS THAT COME IN HOW DO YOU REALLY PROJECT FOR THAT YOU DO YOUR BEST BUT THIS IS HELPFUL.

>> FOR SURE.

JUST TO BE FRANK TOO BECAUSE COUNCILOR JANEY MENTIONED EARLIER THE CONCERN ABOUT STUDENTS RECEIVING DOOR TO DOOR WHO SHOULDN'T, JUST TO BE CLEAR WE'RE SEEK A DRAMATIC RISE IN THE NUMBER OF STUDENTS WITH AWE ADVERTISE UNENTERRING THE DISTRICT EVERY YEAR NOW AND THAT POPULATION IS GOING UP AND UP WHICH QUITE FRANKLY I SEE GREAT PRIDE IN.

MY WIFE TEACHES AT THE POLICE SCHOOL WHICH IS ACTUALLY THE LARGEST PROGRAM IN THE CITY.

>> IT'S AN ASSUM --

>> WE HAVE TREMENDOUS PROGRAMS FOR STUDENTS AND WE'RE HAPPY TO SEE FAMILIES TRUSTING US WITH THEIR CHILDREN BUT THAT DOES THEN LEAD TO UNFORESEEN INCREASES IN TRANSPORTATION COSTS WHICH WE'RE HAPPY TO BEAR.

>> I WANTED TO SAY ONE LAST

THING.

EVEN IF EVERY SINGLE STUDENT REMAINED AT THE SAME ADDRESS AND TBOAK TO THE SAME EXACT SCHOOL AND EVERYTHING STAYED THE SAME, OUR COSTS NEXT YEAR WILL LIKELY BE HIGHER REGARDLESS IF THERE WAS NO CHANGE THAT'S BECAUSE WE HAVE TO PAY OUR DRIVERS AND THE ENTIRE OPERATION IS SIX UNIONS ALL OF THEM HAVE, I THINK ALL OF THEM HAVE CONSISTENT 2% INCREASES MUCH BECAUSE WE BEAR THE BURDEN OF HEALTH INSURANCE AND NO OTHER DEPARTMENTAL BUDGET THAT'S GOING TO GO UP EVERY YEAR BECAUSE OF THE HEALTH INSURANCE MARKETS PREMIUMS ARE JUST GOING UP.

AND LASTLY, THEY ARE NOT PENSIONS BUT WE PROVIDE 401(K) TO ALL THE TRANSIT EMPLOYEES. RIGHT NOW I THINK IT'S 3% TOTAL WAGE MATCH THAT TRANSEV AND IN TURN BPS BEARS THE BURDEN OF. OVER THE LAST COUPLE YEARS THAT'S PERCENTAGE INCREASES.

>> THANK YOU VERY MUCH.

THANK YOU.

>> COUNCILOR T.

>> OH, THANK YOU.

I APPRECIATE AGAIN I'LL JUST ECHO BUT ALSO GET TO THE POINT OF SOME OF MY QUESTIONS.

I WANT TO SPECIFICALLY ASK ABOUT OVERALL COSTS OF AS YOU KNOW IN CHARLESTOWN WE HAVE AN ISSUE THAT'S ALSO BEEN VOICED BY SOME FOLKS WHEN IT COMES TO BUSING EQUITY.

I JUST WANTED TO GO, I DON'T THINK THE NUMBERS ARE HERE BUT I DO HOPE AND MAYBE FOLLOW UP CONVERSATIONS WHICH WE WILL HAVE MANY OF, HOW MUCH WOULD IT ACTUALLY COST TO BUS EVERY BPS STUDENT, THE HIGH SCHOOL STUDENTS.

I KNOW IT'S NOT HERE BUT I'D LIKE THAT NUMBER.

HOW MUCH WOULD IT ACTUALLY COST.

I KNOW WE HAVE THE POLICY OF SEVENTH AND EIGHTH GRADERS AND AFTER THAT WE'RE NOT BUSING KIDS

NINTH GRADE AND UP.

I'M CURIOUS IF THAT NUMBER MATCHES OR IS LESS THAN 50% OF THE BUDGET WE'RE PAYING FOR THE DOOR TO DOOR, THE PRIVATE KIDS AND THE CHARTER SCHOOLS.

I'M CURIOUS ABOUT THE COMPARISON OVER THOSE TWO NUMBERS FOR MY OWN EDUCATION.

I'M ALSO CURIOUS ABOUT HOW WE CAN START, I DON'T KNOW IT'S HAPPENING RIGHT NOW, HOW WE CAN START TO GET PRIVATE DEVELOPERS TO BEGIN TO PAY MITIGATION INTO BPS OR TO HELP SCHOOLS.

THEY DO IT RIGHT NOW, THEY'LL PAINT A SCHOOL, THEY'LL PROVIDE LAPTOPS TO THE SCHOOL.

THEY'LL DO A LOT OF STUFF, THESE ARE GOOD THINGS.

THEY'RE NOT BAD THINGS BUT THEY ARE THINGS THAT THEY ARE CONTRIBUTING TO SOME OF THE CONGESTION.

THEY ARE CONTRIBUTING TO SOME OF THE TRAFFIC ISSUES WE'RE FACING IN OUR DISTRICT BY HOW MUCH THEY'RE BUILDING AND THE DENSITY.

SO I WOULD LOVE FOR BPS TO START TO ASK THEM TO CONTRIBUTE IN TERMS OF HELPING TO ALLEVIATE THAT BURDEN, PROVIDE MONEY, PROVIDE A BUS GRANT, PROVIDE SOMETHING THEY CAN PROVIDE INTO SO THAT WE'RE ABLE TO BUS MORE OF OUR KIDS OR AT LEAST MAYBE DECREASE THE COST OF BUSING SOME OF THEM.

I'M STRICTLY TALKING ABOUT THE BPS KIDS NOT NECESSARILY BOSTON RHESUS BEEN DENY KIDS GOING TO CHARTER AND OTHER SCHOOLS.

>> A COUPLE RESPONSES TO BOTH OF YOUR PARENTS.

FIRST, RIGHT, WE DON'T HAVE A COST ESTIMATE IN FRONT OF US PRESENTED TODAY IF WE WERE TO PROVIDE SERVICE FOR ALL OUR STUDENT.

ONE THING TO NOTE IS WE PROVIDE 20,000 M7 PASSES DURING THE COURSE OF THE YEAR FOR 20,000 STUDENTS.

WE TRANSPORT CURRENTLY ABOUT  
26,000 STUDENTS.

WE CURRENTLY TRANSPORT THOSE  
26,000 STUDENTS AT THE COSTS  
THAT YOU'VE SEEN THROUGH THIS.

>> INCLUDING THE DOOR TO DOOR,  
THE PRIVATE AND THE CHARTER.

>> CORRECT.

>> OKAY.

>> IF WE PROVIDED TRANSPORTATION  
SERVICE WITH YELLOW BUS TO  
20,000 ADDITIONAL STUDENTS,  
YOU'RE LIKELY TO SEE FAR ABOVE  
\$50 MILLION IN COSTS FOR THE BUS  
AND.

BUS YARDS AND THE RELATED STAFF  
COSTS FOR THAT POPULATION OF  
STUDENTS.

WHAT I WOULD SUGGEST -- THIS  
CONVERSATION IS ME ASKING  
QUESTIONS.

LET'S SKIP THE NUMBERS.

IF WE DON'T HAVE A GOAL, I DON'T  
KNOW HOW TO ADVOCATE.

I DON'T KNOW WHAT THE GOAL IS  
EXCEPT IT'S REALLY HIGHS.

SO I LOVE TO HELP YOU GET THERE  
IS MY POINT.

WHERE WHERE WE'RE GOING.

THAT'S THE ONLY REASON FOR THESE  
QUESTIONS.

I APPRECIATE THE IMMENSE AMOUNT  
OF WORK YOU'RE GOING THROUGH.  
YOU'RE CREATING AN ENTIRE SYSTEM  
EVERY DAY THAT MUST RUN  
PERFECTLY FOR THOUSANDS OF  
PEOPLE.

I APPRECIATE THE COMPLICATIONS  
OF THAT.

I'M ASKING FOR THESE NUMBERS TO  
HELP ME GET YOU TO THAT SYSTEM  
AND TO ADVOCATE FOR MY DISTRICT.

I'D LOVE FOR THOSE KINDS OF  
NUMBERS AND ONE OTHER NUMBER  
WORTH HEARING ABOUT IS HOW WOULD  
OR COULD SCOOTERS HELP IN ANY  
WAY, SHAPE OR FORM WITH  
TRANSPORTING KIDS.

WITH THE SMALLEST DISTANCES OR  
SHORTER DISTANCES.

BY THE LOOK OF YOUR FACES, IT'S  
NOT BEING CONSIDERED IN ANY WAY,  
SHAPE OR FORM.

YOU CAN SEE YOUR FACES.

LIKE JAWS DROP.  
YOU'RE LOOKING AT ME LIKE I  
SHOULD BE COMMITTED.  
THIS IS A SERIOUS QUESTION.  
>> YOU HAVE A DEATH WISH.  
>> YOU HAVE THE HOOK OVER THERE.  
>> THERE WILL BE PROPANE POWERED  
SCOOTERS.  
>> PLEASE, IF YOU COULD CONSIDER  
WE'RE ABOUT TO BUILD A  
INFRASTRUCTURE FOR SCOOTERS,  
BIKES, THINGS COMING TO OUR  
STREET.  
>> IT'S A SERIOUS NOTE.  
I'M LAUGHING BUT --  
>> WHAT I'D SAY SERIOUSLY, WE  
HAVE A SAFE ROUTES TO SCHOOL  
INITIATIVE WHERE WE'RE TRYING TO  
ENCOURAGE STUDENTS PHYSICALLY  
GETTING TO SCHOOL, NOT BY  
WALKING OR RIDING A BIKE.  
IT'S AN ENTRY POINT.  
I UNDERSTAND THE SERIOUSNESS OF  
YOUR QUESTION.  
IT'S SOMETHING THAT WE CAN  
EXPLORE WITH THE GROUP AND THE  
COLLABORATION ACROSS THAT  
INITIATIVE.  
>> IT WOULD REDUCE THE BURDEN  
FOR FOLKS THAT HAVE TO WALK SO  
LONG.  
IF THERE'S A WAY TO REDUCE THE  
BURDEN.  
I'M SORRY.  
I HAVE TO LEAVE.  
THAT'S WHY I TOOK LONGER.  
MY HEARING STARTS AT TWO  
HOPEFULLY IN THE SAME CHAMBER.  
WE'LL BE BACK WITH ANSWERS.  
THE QUESTIONS ABOUT THE  
CHARLESTOWN BUSES, THERE'S  
DOUBLE THE AMOUNT OF STUDENTS TO  
GO TO BLA.  
IF WE DID IT IN THE NORTHEAST  
END, WE OUGHT TO DO IT FOR THE  
OTHER STUDENTS.  
>> AND I UNDERSTAND THAT EQUITY  
ISSUE.  
I WANT THE NUMBERS TO HELP YOU  
FIGURE OUT HOW TO GET THERE.  
>> THANK YOU.  
>> COUNCILLORS ESSAIBI-GEORGE.  
AND I WOULD LET MY KIDS SCOOT OR  
BIKE IF THERE WAS A DEDICATED

BIKE LINE FROM MY HOUSE TO THEIR SCHOOL.

THE IDEA PUTTING THEM ON THE STREETS HORRIFIES ME.

IN THESE COSTS, HAVE WE INCLUDED THE COST OF BPS ATHLETICS AND FIELD TRIPS?

IS THAT ALL --

>> YES.

>> CAN YOU EXTRACT OUT FOR ME AT ALL THE COSTS OF BPS ATHLETICS WITHIN THIS BUDGET?

>> WE'LL GET BACK TO IT MORE FINITE.

>> ESTIMATE IS \$4.1 BILLION.

>> THAT INCLUDES BUSES --

>> THE ATHLETE TICKS AND FIELD TRIPS.

>> I KNOW SOME OF THE CONCERNS THAT I'VE RECEIVED FROM FAMILIES AND FROM ATHLETES IN OUR DISTRICT IS MISSED BUSES.

ARE WE WORKING TOWARDS MANDATING BUS DRIVERS HAVING TO PICK UP THESE BUS ROUTES FOR ATHLETICS AND AFTER SCHOOL?

>> THE WAY IT WORKS IS BASED OFF A PROCESS.

WE'VE HAD HAD TO TIGHTEN THE MANAGEMENT OF THE OPERATION WITHIN TRANSDEV WITH GREATER PARTNERSHIP WITH THE UNION, WHO IS A VERY GOOD PARTNER OF OURS AND THE TIMING OF THE BUSES AND THE SCHOOLS SO WE HAVE MORE ADVANCED NOTICE FOR THE NEED OF BUSES AND ADVANCED POSTING OF THOSE BUSES TO THE BUS DRIVERS. ONCE THEY BID ON ONE OF THOSE ROUTES, CORRECT ME IF I'M WRONG, THEY'RE COMPELLED TO DRIVE THE ROUTE THAT THEY BID ON.

>> WHAT IS THE RESPONSE IF A BUS ROUTE -- IF IT'S BEEN BID ON AND IS THERE A NO-SHOW?

>> THEN THAT SITUATION IS TREATED JUST FAST A DRIVER DIDN'T SHOW UP FOR WORK.

THERE'S AN ABSENCE.

ABSENCES CAN HAPPEN FOR A NUMBER OF REASONS.

WE WOULD GO THROUGH THAT PROCESS WITH THE DRIVERS.

WHAT SOMETIMES HAPPENS AND QUITE



FRANKLY WE'VE HAD A STRONGER YEAR WITH REGARD TO ATHLETICS THAN LAST YEAR.

>> STRONGER YEAR MEANING --

>> MEANING FEWER CASES OF MISSED BUSES.

>> HOW MANY CASES HAVE WE HAD?

>> I DON'T KNOW THE NUMBER.

WE CAN PULL THAT INFORMATION.

>> IS IT A HALF A DOZEN, 20, IS

IT -- I KNOW IT'S MORE THAN HALF A DOZEN.

I RECEIVED A HANDFUL OF CALLS.

>> IT MIGHT BE MORE.

TWO THINGS TO POINT OUT AND I

SAY THIS AS A PARENT OF

CHILDREN, WHAT SOMETIMES HAPPENS

IS A PARENT IS TOLD THAT THEY'RE

PICKING UP FROM THE FIELDS ON A

DAY WHEN THE PARENT THOUGHT

THERE WOULD BE A BUS.

WHAT THE PARENT DOESN'T REALIZE,

THE SCHOOL NEVER REQUESTED A BUS

FOR THAT DAY UNTIL THE DAY

BEFORE OR SOMETHING ALONG THOSE

LINES.

SO IT GETS VERY TRICKY.

AS PARENTS, WE DON'T UNDERSTAND

WHAT THE PROCESS IS BEHIND THE

SCENES.

ALL I KNOW IS MY KID'S BUS

DIDN'T SHOW UP.

WELL, YOU NEVER WAS GOING TO GET

A BUS TODAY.

>> I UNDERSTAND.

IT WOULD BE GOOD TO KNOW THOSE

NUMBERS, WHETHER IT'S FOR OUR

FOLLOW UP HEARING ON THE

EDUCATION COMMITTEE ON

TRANSPORTATION STUFF BUT

CERTAINLY FOR OUR FY-20 BUDGET

HEARING THAT WOULD BE IMPORTANT

TO KNOW AND HOW WE CAN SUPPORT

AND IMPROVE THE SHOW NUMBERS FOR

THOSE BUSES.

ALSO LAST YEAR DURING THIS SAME

HEARING FOR LAST YEAR'S BUDGET,

WE TALKED ABOUT THE NUMBER OF --

THE RISE AND COSTS DUE TO

EXCEPTION TIME FOR SOME OF OUR

BUS DRIVERS.

CAN WE TALK ABOUT ANY

IMPROVEMENTS IN THAT?

THAT WAS I THINK A LARGER NUMBER

THAT WE FACED IN THIS BUDGET.  
>> YOU'VE GOT A GOOD MEMORY.  
I'M GOING TO TURN IT TO ED TO  
SPEAK TO THAT.

WE'VE DONE A GOOD JOB KEEPING  
THE COSTS IN CHECK, PARTICULARLY  
SINCE THE FIRST HALF OF LAST  
YEAR, AFTER THE FIRST HALF OF  
LAST YEAR.

WE REALLY MADE GOOD STRIDES IN  
CUTTING THAT DOWN.

THAT IS NOT JUST OUR CREDIT BUT  
THE DRIVER'S UNION, THEIR CREDIT  
IN WORKING WITH US ON THAT.

THEY DON'T WANT DRIVERS GIVING  
THEM A BAD NAME SITTING IN  
PARKING LOTS.

WE HAVE CUT THAT DOWN THROUGH  
THE HELP OF THE UNION AND THE  
BUS COMPANIES.

>> I DON'T HAVE SPECIFIC NUMBERS  
IN FRONT OF ME BUT FY-15 AND 16,  
WE HAD SEEN CONSISTENT EXCEPTION  
TIME PAY-OUTS.

THERE WAS A BUMP IN FY-17 AND  
EVEN LARGER IN FY-18.

FY-19 WE'VE STABILIZED.

THAT IS PART OF THE CROSS  
COLLABORATION WITH US HOLDING  
TRANSDEV MORE ACCOUNTABLE.

SO WE'RE BACK DOWN TO THE FY-15  
AND 16 LEVELS.

I CAN GET NUMBERS.

>> GREAT.

I THINK THAT WOULD BE IMPORTANT,  
TOO, GOING TO FY-20 TO  
UNDERSTAND WHERE THOSE NUMBERS  
HAVE BEEN OVER TIME.

>> ONE LAST POINT.

JUST IMPORTANT TO NOTE.

EXCEPTION TIME DOESN'T MEAN  
FRAUD.

BY AND LARGE USUALLY MEANS  
YOU'RE STUCK IN CONSTRUCTION,  
TRAFFIC.

IF YOU HAVE A WHEELCHAIR  
STUDENT, THE WHEELCHAIR BUS  
WASN'T WORKING PROPERLY.

A MYRIAD NUMBER OF DELAYS.

THAT'S WHAT WE SEE.

>> AND I HAVE A QUICK FOLLOW UP  
QUESTION.

LAST YEAR WE ALSO TALKED ABOUT  
THE 35 OUT OF 750 BUS DRIVERS

THAT WAS SUSPENDED WITH PAY.  
HAVE WE SEEN A RESOLUTION IN  
THOSE CASES?

HOW MANY BUS DRIVERS ARE  
SUSPENDED WITH PAY SPECIFIC TO  
DCFS CASES.

>> SO WE'VE BEEN WORKING WITH  
DCFS CLOSELY TO MAKE SURE THAT  
WE'RE KEEPING THE NUMBERS OF  
DRIVERS WE HAVE SUSPENDED WITH  
PAY DOWN.

AT THIS CURRENT TIME, WE HAVE 20  
DRIVERS SUSPENDED.

I DON'T KNOW THE SPECIFIC NUMBER  
OF DRIVERS SUSPENDED WITH PAY OR  
WITHOUT PAY.

I CAN GET THOSE NUMBERS TO YOU  
SOON.

THE NUMBERS ARE DEFINITELY DOWN.  
WE'RE 35% DOWN THAN LAST YEAR.

>> GREAT.

>> THOSE ARE 20 DCFS CASES.

>> NO.

>> 20 TOTAL.

EXCELLENT.

>> SO THE AVERAGE THIS SCHOOL  
YEAR IS THE 24 NUMBER THAT  
YOU'LL SEE.

THE TWO MAIN CATEGORIES OF THOSE  
24 IS IF THERE'S A 51 A FILED  
WITH DCFS AND ALSO WHAT IS  
CALLED THE ACCIDENT REVIEW  
COMMITTEE.

IF AN ACCIDENT OCCURS, HE'S  
PULLED AND AS THEY'RE GOING  
THROUGH THAT PROCESS OF  
REVIEWING WHAT HAPPENS AND IF IT  
WAS A PREVENTIBLE OR  
NONPREVENTABLE ACCIDENT.

>> AT LEAST YOU'RE TRYING TO  
SHRINK THE TIME ON LIVE WITH  
PAY.

THAT IS SUCH A HUGE EXPENSE.

>> ABSOLUTELY.

\$1.3 MILLION A YEAR IS A LOT OF  
MONEY.

ASIDE FROM THE MONEY, WE NEED  
OUR DRIVERS TO BE DRIVING.

SO UNFORTUNATELY THE DRIVERS  
WITH 51 As FILED AGAINST THEM  
ARE AT THE WILL OF DCFS.

SO THE SAME 20 THE ARC, WHICH IS  
THE ACCIDENT REVIEW COMMITTEE.

JUST AS LONG AS THAT

INVESTIGATION IS GOING ON, WE  
NEED TO PULL THAT DRIVER.  
THE OTHER CATEGORIES, SMALLER IN  
NUMBER, WE TRY TO PROCESS  
BECAUSE WE WANT THE DRIVERS ON  
THE ROAD AND BEING PAID FOR  
DRIVING.

>> THANK YOU.

COUNCILLOR JANEY.

>> THANK YOU.

I WANT TO COME BACK TO SPECIAL  
EDUCATION.

I'M CERTAINLY THRILLED THAT  
YOU'RE DOING MORE TO INCLUDE THE  
STUDENTS ON THE AUTISM SPECTRUM.  
MY PREVIOUS ORGANIZATION DID A  
LOT OF WORK IN THE AREA  
SUPPORTING STUDENTS WITH  
DISABILITIES.

SO VERY IMPORTANT IN ANY CHILD  
THAT NEEDS BUS TRANSPORTATION  
SHOULD HAVE IT.

I THINK ONE OF THE BIGGEST  
DRIVERS OF COSTS OF THE OUT OF  
DISTRICT PLACEMENTS, THE PRIVATE  
PLACEMENTS.

THERE'S MANY IN THE ADVOCACY  
COMMUNITY THAT WOULD ARGUE THAT  
PARENTS WHO ARE SEEKING OUT OF  
DISTRICT PLACES ARE DOING SO  
BECAUSE THEY CAN'T GET WHAT THEY  
NEED FOR THEIR CHILDREN WITHIN  
BPS.

IT'S OFTEN PARENTS THAT KNOW HOW  
TO NAVIGATE THE SYSTEM AND  
ADVOCATE STRONGLY FOR THEIR  
CHILDREN.

IF WE WERE DOING MORE ON THE  
FRONT END IN TERMS OF PROVIDING  
THE SERVICES AND SOME OF IT YOU  
MAY NOT BE ABLE TO DO.

I UNDERSTAND THAT.

I THINK THERE IS A POPULATION OF  
STUDENTS WHO HAVE BEEN DENIED  
THE SERVICES THAT THEY  
RIGHTFULLY DESERVE IN OUR SYSTEM  
AND HAVE NOW LEFT.

IT'S COSTING AN ARM AND A LEG.

I WOULD LOVE TO SEE BPS DO MUCH  
MORE TO PROVIDE AND I KNOW THIS  
IS A TRANSPORTATION HEARING AND  
NOT A SPECIAL EDUCATION HEARING,  
BUT WE'VE GOT TO DO IT RIGHT.

IT'S NOT ENOUGH TO ASK OUR

EDUCATORS TO GET THREE  
CERTIFICATES AND TO BE ALL  
THINGS TO ALL STUDENTS.  
WE'VE GOT TO HAVE THE STAFFING  
IN PLACE THAT IS GOING TO  
SUPPORT OUR STUDENTS WITH  
DISABILITIES.

YOU HAD MENTIONED IS THE 153%  
INCREASE SINCE FISCAL YEAR 16  
WITH THE ONE-TO-ONE MONITORS  
WHAT ACCOUNTS FOR THAT?  
WHY SUCH A LARGE GROWTH IN A  
SHORT PERIOD OF TIME?  
WHAT EXPLAINS THAT?

>> I'M SURE IT'S A NUMBER OF  
FACTORS.

WE'VE BEEN WORKING CLOSE WITH  
SPECIAL EDUCATION TO BETTER  
UNDERSTAND IT OURSELVES.  
PART OF IT IS AN INCREASE IN OR  
A CHANGE IN THE STUDENT MIX  
AMONG DIFFERENT SPECIAL NEEDS  
CATEGORIES.

AS I MENTIONED BEFORE, THE  
INCREASE IN THE STUDENTS WITH  
AUTISM WOULD HAVE PART OF THAT,  
WOULD BE RESPONSIBLE FOR PART OF  
THAT.

THERE ARE A NUMBER OF REASONS  
WHY MODERATES MIGHT BE ASSIGNED  
TO STUDENTS THAT WOULDN'T HAVE  
GOT THEM PRIOR.

WE'RE WORKING WITH SPECIAL ED TO  
FIGURE THAT OUT.

WE'RE LOOKING AT WHAT THEY CALL  
THE COSIS.

THE STAFF THAT OVERSEE THE  
SPECIAL EDUCATION PROGRAM AT A  
GIVEN SCHOOL AND THUS OVERSEE  
THE IEP PROCESS AT THEIR SCHOOL.  
SO WE WORKED CLOSELY IN THOSE  
TRAININGS TO SHARE THE DATA WITH  
THOSE INDIVIDUALS AS WELL TO SEE  
WHY WE'RE SEEING THIS INCREASE  
AND IF WE'RE TRYING TO GUARD  
AGAINST IT IN THE FUTURE.

>> DID YOU SEE THE CORNER  
STUDENTS ARE 30% OF THE COSTS  
AND 70% OF THE COSTS ARE  
ELSEWHERE?

>> BPS CORNER STUDENTS ARE 35%.  
BPS DOOR-TO-DOOR STUDENTS ARE  
ALSO 35%.

THE REST IS MADE UP IN OTHER

CATEGORIES.

>> THE 30% ARE CORNER STUDENTS  
AND COST --

>> I GOT YOU.

>> THANK YOU FOR THAT  
CLARIFICATION.

YOU MENTIONED IN THIS  
PRESENTATION THAT YOU'RE  
MONITORING SOMETHING -- SOME  
AREAS THAT LED TO SOME  
EFFICIENCIES.

I'M WONDERING HOW ARE YOU DOING  
IN OTHER AREAS TO SEE HOW YOU  
CAN SAVE OR AT LEAST KEEP THE  
COSTS FROM RISING.

I GUESS IT'S NOT A SAVINGS.

THIS IS AN EARLY SLIDE HERE.

I DIDN'T WRITE DOWN THE PAGES.

>> BUS MONITORS IS AN AREA WHERE  
WE'VE SEEN --

>> HERE IT IS.

ON SLIDE 8 AT THE BOTTOM.

WE'VE SEEN \$300,000 OF SAVINGS  
FROM FY 18 TO 19.

COST AVOIDANCE OF THE MILLION  
DOLLARS, THE EFFICIENCY IS  
THERE.

REALLY FROM THE WORK THAT WE DID  
IN OPTIMIZING OUR MONITOR  
PACKAGES AND THAT'S PUTTING  
TOGETHER THE WORK THAT A MONITOR  
DOES EVERY DAY.

IT WAS A VERY INEFFICIENT,  
LABORIOUS PROCESS OF PRINTING  
OUT THOUSANDS OF PIECES OF  
PAPER.

WE'RE TRYING TO USE TECHNOLOGY  
BETTER.

SO THE OPTIMIZATION OF BUS  
MONITORS, TRYING TO GET THEM TO  
DO AS MANY RUNS IN A DAY AS  
POSSIBLE.

WE'RE ALSO USING A SIGNED VERSUS  
STAND BY MONITORS MORE  
EFFICIENTLY.

>> I'M GETTING THE HOOK AGAIN.  
FINAL QUESTION.

ONE, I HOPE YOU CAN REPEAT THE  
STATE WHERE YOU TALKED ABOUT THE  
THREE GROUPS OF STUDENTS THAT  
WERE 25% OF THE STUDENTS BUT 50%  
OF THE COSTS.

THE QUESTION IS HOW ANY ALL --  
HOW IS THIS GOING TO GET US

CLOSER TO ELIMINATING THE CHIEF GAPS?

THAT WE'RE NOT CREATING MORE DISPARITY?

THE HOME-BASED ASSIGNMENT IS DOING JUST THAT.

HOW -- ANY TIME ANY DEPARTMENT COMES, I WANT TO KNOW HOW IS YOUR WORK RELATED TO CLOSING THE OPPORTUNITY IN THE ACHIEVEMENT GAP.

THAT'S MY FINAL.

>> THAT'S A VERY IMPORTANT QUESTION.

I'LL TAKE A STAB AT IT.

>> AND THE THREE THAT YOU MENTIONED BEFORE, TOO.

>> I'LL SAY THAT AT THE OUTSIDE AND TRY TO ANSWER YOUR LAST QUESTION, WHICH IS -- ANYBODY THAT WORKS IN BPS, IF YOU'RE NOT GETTING UP TO TRY TO CLOSE THE OPPORTUNITY AND ACHIEVEMENT GAP, YOU'RE IN THE LONG PROFESSION. I'D BE CURIOUS TO HEAR WHAT MY COLLEAGUES SAY.

THE REQUIRED TYPES THAT YOU MENTIONED BEFORE, IF YOU LOOK AT THE THREE CATEGORIES OF BPS DOOR-TO-DOOR, CHARTER AND PRIVATE SPECIAL EDUCATION, IT'S LESS THAN 25% OF OUR STUDENTS. MORE THAN 50% COSTS.

TO BE A LITTLE MORE CRUDE, IF YOU LOOK AT OUR BPS DOOR-TO-DOOR AND ADDED IN THE NONOBLIGATIONS, YOU'D HAVE \$65 MILLION TO \$75 MILLION IN COSTS ALONE.

MORE THAN HALF OF OUR BUDGET IN AREAS THAT WE CAN'T CONTROL VERY MUCH.

AS FOR YOUR QUESTION ABOUT HOW WE DO THE WORK IN TRANSPORTATION TO CLOSE THE ACHIEVEMENT GAPS.

WHAT I AND MY COLLEAGUES SAY, TRANSPORTATION IS QUITE LITERALLY THE VEHICLE TO PROVIDE EQUITY WITHIN THE CITY.

WHILE I KNOW THAT THERE ARE CRITICISMS RELATED TO HOME-BASED MODELS THAT COULD BE ENVISIONED, WE STRIVE IN TRANSPORTATION TO MAKE SURE IF THE STUDENT NEEDS TO ATTEND TO SCHOOL BECAUSE OF

THEIR OWN NEEDS OR OWN DESIRES  
TO ACCIDENT THAT SCHOOL, WE DO  
OUR BEST TO MAKE SURE THAT THAT  
STUDENT GETS TO THAT SCHOOL.  
IF IN THE PROCESS OF ALLOWING  
SCHOOLS TO GET FAR BEYOND THEIR  
NEIGHBORHOOD ALLOWS US TO CLOSE  
THE GAP, WE'RE DOING WHAT WE  
NEED TO DO TO DRIVE THE MISSION  
OF THE DISTRICT FORWARD.  
THE WORK IN OUR FELLOW  
DEPARTMENTS HAVE ONE MIGHT ARGUE  
A BIGGER SAY IN CLOSING THE  
ACHIEVEMENT GAP.  
BUT THE PIECE WE PLAY IS AS  
IMPORTANT IN MAKING SURE THE  
STUDENTS HAVE ACCESS TO THE  
PROGRAMS THAT THEY NEED TO  
ACCESS FOR THEIR OWN NEEDS.  
>> THANK YOU, MR. CHAIR.  
>> DID YOU HAVE ANYTHING ELSE TO  
ADD?  
>> GO AHEAD.  
>> BOTH TRANSPORTATION PROVIDES  
ACCESS TO EDUCATION.  
WHEN I LOOK AT TRANSPORTATION, I  
LOOK AT BEFORE KIDS EVEN GET  
INTO SCHOOL FOR A TEACHER TO  
TEACH, BEFORE THEY CAN GET INTO  
SCHOOL FOR A TEACHER TO TEACH OR  
EVEN BEFORE THEY GET TO THEIR  
BUILDING, ANYTHING OF THAT  
NATURE, THEY NEED TRANSPORTATION  
TO GET THERE.  
SO IN TERMS OF HER QUESTION OF  
HOW WE'RE CLOSING THE  
ACHIEVEMENT GAP, DAY TO DAY WE  
STRIVE TO PROVIDE RELIABLE TRANS  
IMPORTANT STATION IN THE CITY OF  
BOSTON.  
>> I APPRECIATE THAT.  
I ASK BECAUSE IF WE LOOKED AT  
THE SPECIAL EDUCATION PRIVATE  
PLACEMENT, MANY OF THOSE PARENTS  
ARE WHITE, AFFLUENT PARENTS.  
WE KNOW THAT THAT IS CAUSING THE  
SYSTEM A LOT OF MONEY.  
IT'S AT THE EXPENSE OF KIDS IN  
OUR DISTRICT THAT ARE GETTING  
ACCESS TO SCHOOLS THAT NEEDS LOT  
OF IMPROVEMENT AND THEY'RE BEING  
ASKED TO TAKE PUBLIC  
TRANSPORTATION.  
MORE AND MORE OF THEM ARE BEING



ASKED TO GET ON PUBLIC  
TRANSPORTATION, WHICH IS NOT  
RELIABLE.

THERE'S MORE WORK TO BE DONE.  
I APPRECIATE THE WORK YOU'RE  
DOING.

I THINK WE HAVE TO DO MORE AND  
BETTER.

THANK YOU.

>> ONE LAST NOTE ON THAT BECAUSE  
IT'S A CRITICAL QUESTION.  
WE WILL CONTINUE TO HAVE  
CONSERVATIONS WITH COUNCILLOR  
EDWARDS AROUND THE ISSUE RELATED  
TO BUS SERVICE FROM THE NORTH  
END COMMUNITIES.

BUT MY ANSWER TO THAT EARLIER IS  
ALSO PART AND PARCEL WITH MY  
ANSWER TO CLOSING THE  
OPPORTUNITY OF THE ACHIEVEMENT  
GAPS.

THAT WE NEED TO THINK ABOUT  
EVERYTHING WE DO AN EQUITY LENS  
SO THAT WE'RE NOT PROVIDING  
SERVICES FOR PEOPLE THAT CAN  
PROVIDE PRESSURE AND NOT  
PROVIDING THE SAME SERVICES FOR  
CHILDREN AND OTHER STUDENTS.

>> THANK YOU, COUNCILLOR CIOMMO.  
SO JUST A COUPLE OF -- JUST  
GOING BACK TO COUNCILLOR JANEY'S  
INITIAL QUESTION AROUND THE  
SPECIAL ED STUDENTS.

AS THOSE GROW, THE PLACEMENT  
OUTSIDE OF BOSTON INCREASING AND  
ONE OF THE BIGGEST DRIVERS OF  
OUR COSTS.

REALLY DOES SPEAK TO -- THIS IS  
NOT JUST YOUR DEPARTMENT, THE  
SPECIAL ED DEPARTMENT,  
ACADEMICS, CURRICULUM, THE NEED  
FOR OUR SYSTEM TO DO BETTER WITH  
RESPECT TO PROGRAMMING FOR THE  
STUDENTS SO THAT THEY DON'T HAVE  
TO GO TO THE OUT OF DISTRICT  
PLACEMENTS.

I STARTED AS AN EDUCATION  
ATTORNEY DOING EIP HEARINGS.  
IF WE CAN'T PROVIDE IT TO BPS,  
THEY HAVE TO GO ELSEWHERE.  
SO I THINK IT'S REALLY INCUMBENT  
ON US TO CONTINUE THE EDUCATIONS  
WITH OTHER DEPARTMENTS TO SAY  
WHAT ARE YOU DOING WITH RESPECT

TO MAKING SURE THAT WE HAVE  
PROGRAMS LIKE AT THE LEE SCHOOL  
EXPANDING AND DOING INCREDIBLE  
WORK THAT DON'T GET HIGHLIGHTED.  
NO MEDIA ATTENTION AROUND.  
THE INCREDIBLE WORK THERE.  
WHAT ARE WE DOING WITH RESPECT  
TO OTHER STRANDS OF PROGRAMMING  
FOR SPECIAL POPULATIONS.  
WHAT IS OUR TIME LINE ON THAT?  
THAT IS A BIG DRIVERS OF THESE  
COSTS.  
I WANT TO PUT THAT OUT THERE.  
HOW YOU RESPONDED TO COUNCILLOR  
JANEY WAS GREAT.  
WE KNOW THESE -- THIS  
CONVERSATION JUST CAN'T FALL ON  
TRANSPORTATION.  
>> RIGHT.  
>> I WANTED TO JUST QUICKLY GO  
BACK TO THE STATE LAW PIECE.  
CHANGING THE STATE LAW.  
HAS THERE BEEN ANY CONVERSATIONS  
AROUND THAT?  
IS IT DON'T TOUCH IT?  
I'M CURIOUS WHAT THE  
CONVERSATION HAS BEEN, IF ANY,  
AROUND THAT POINT YOU MADE  
EARLIER.  
>> TO MY KNOWLEDGE, THERE HASN'T  
BEEN MUCH OF A CONVERSATION.  
I WANT TO QUALIFY SAYING THAT  
THAT MY KNOWLEDGE.  
THERE MAY BE CONVERSATIONS  
HAPPENING IN DIFFERENT POCKETS  
OF THE STATE OR EVEN BOSTON THAT  
I'M NOT AWARE OF.  
WHAT I CAN SAY IS A PIECE OF THE  
STATE LAW, WHICH HAS COME UP I  
RECENT YEARS, THE CHARTER  
SCHOOL'S ABILITY TO CHANGE THEIR  
START TIMES AND THE NEED FOR  
THAT TO BE A RESULT ONLY OF  
DECISION MAKING, JOINT DECISION  
MAKING BETWEEN A CHARTER SCHOOL  
AND A DISTRICT THAT PROVIDES THE  
TRANSPORTATION AND TO DATE WE DO  
HAVE SORT OF A SAY IN THAT AS A  
SCHOOL DISTRICT MORE SO THAN THE  
GENERAL PUBLIC UNDERSTANDS.  
THERE HAVE BEEN SOME QUESTIONS  
OR DISCUSSIONS AROUND THE  
LANGUAGE AND THE LAW RELATED TO  
THAT PIECE OF IT.

THAT'S JUST A SMALL PIECE OF IT.  
AS FOR THE MACROLEVEL CHANGING  
THE LAW AND REQUIRING DISTRICTS  
TO NO LONG VERY TO PROVIDE  
TRANSPORTATION, I'M NOT AWARE OF  
THAT.

ARE YOU AWARE OF THOSE  
CONVERSATIONS?

>> WHAT WOULD THAT ENTAIL OR  
WHAT WOULD THAT MEAN?

YOU CHANGE THE STATE LAW FROM  
WHAT TO WHAT?

AND THEN WHAT WOULD THAT -- THAT  
WAS QUICK.

SO YOU CHANGE THE STATE LAW FROM  
A TO B.

WHAT IS THE IMPACT ON OUR  
NUMBERS, FOR EXAMPLE?

DO YOU HAVE A SENSE OF WHAT THAT  
MIGHT BE?

>> IN A CRUDE WAY, WE CAN TAKE  
ON WHAT WE SPENT ON CHARTER  
SCHOOLS STUDENTS AND TAKE IT OUT  
OF THE TRANSPORTATION BUDGET.  
THAT DOESN'T MEAN THE DOLLARS GO  
AWAY.

THEY'RE GETTING SPENT.

JUST IN A DIFFERENT WAY.

IT COULD BE THAT THE STATE THEN  
PROVIDES THE CHARTER PUTS THE  
TRANSPORTATION FUNDING THROUGH  
THE SCHOOLS.

AND THEN THE BUDGETS SIT ON THE  
CHARTER SCHOOLS LITERS OF  
ACCOUNTS.

THE DOLLAR WOULDN'T GO AWAY BUT  
WOULD GO AWAY FROM OUR BUDGET.

WHAT IS OUR SPENDING ON CHARTER  
SCHOOLS?

A LITTLE MORE THAN \$10 MILLION?

ABOUT 15, 16 MILLION IN OUR  
BUDGET.

>> AND THE OTHER BIG CHARGES,  
PRIVATE, SPECIAL EDUCATION  
PIECE, THAT WOULD BE A CHANGE  
FOR THAT, TOO, RIGHT?

OR --

>> WELL, THAT WOULD BE  
DIFFERENT.

THAT IS -- THOSE SITUATIONS ARE  
RISING AS I MENTIONED BEFORE AS  
A RESULT OF MEDIATION BETWEEN  
THE DISTRICT AND THE FAMILY.  
COUNCILLOR JANEY IS RIGHT.

MIGHT BE A FAMILY THAT IS ABLE TO NAVIGATE THE SYSTEM AND GET PLACEMENT OUTSIDE OF A DISTRICT. THAT WOULD BE DIFFERENT FROM THE CHARTER SCHOOL LAW.

IF WE NEEDED TO PROVIDE A SERVICE THAT WE CAN'T PROVIDE IN THE DISTRICT, WE NEED TO PROVIDE THAT TO A FAMILY OUTSIDE THE DISTRICT.

>> I HAVE A LOT OF CHARGER SCHOOLS IN MY DISTRICT. PARENTS SAY BPS IS NOT SERVING THEM WELL SO THEY'RE LOOKING FOR ANOTHER ALTERNATIVE, WHETHER IT'S A SCHOLARSHIP TO A PRIVATE SCHOOL, CHARTER SCHOOL, THESE ARE FAMILIES THAT DON'T HAVE THE MONEY TO GO ANYWHERE ELSE. CHARTER SCHOOLS PROVIDE THAT OPTION FOR THEM.

SO -- I WANTED TO -- WE CAN CONTINUE THE CONVERSATION ABOUT THE STATE LAW.

IT'S SOMETHING I WANTED TO ADD, A COUPLE OF QUESTIONS QUESTIONS. OF THOSE 1,000 EMPLOYEES, DO THEY LIVE IN THE CITY OF BOSTON?

>> THEY'RE NOT REQUIRED TO, NO.

>> DO WE KNOW -- DO WE HAVE -- IS THERE DATA ON WHERE THE DRIVERS LIVE?

I HOOK AT THE PERSONNEL COSTS, THE BENEFITS THAT THEY GET, ALL OF THAT.

SOME OF OUR PEOPLE DON'T GET IT. JUST CURIOUS IF THEY LIVE IN THE CITY OF BOSTON.

>> I SAID NO, THEY'RE NOT REQUIRED TO UNDER THE CITY POLICY.

THEY'RE NOT CITY EMPLOYEES. THERE MAY HAVE BEEN, YOU KNOW --

>> THESE ARE GOOD JOBS.

MAY HAVE BEEN A CONDITION IN OUR CONTRACT WITH TRANSDEV THAT REQUIRED THEM TO BE, WHICH I'LL GET BACK TO TO MAKE SURE.

BUT I KNOW A LOT OF THEM, NOT ALL 1,000 -- SOME OF THEM DO YOU BUT NOT THAT MANY.

>> I'D LOVE TO SEE DATA ON THAT. THANK YOU.

>> WE HAVE SOMEONE FOR PUBLIC

TESTIMONY AND TIME IS ALMOST UP.  
CAN YOU TELL ME ABOUT THE  
OPT-OUT CAMPAIGN THAT WAS  
UNDERWAY LAST YEAR AND HAVE WE  
HAD ANY SUCCESSES WITH THAT, TO  
DECREASE THE NUMBER OF KIDS THAT  
ARE ON OUR BUSES?

>> I'LL SPEAK INNEN RALEIGH  
TERMS.

AS YOU KNOW, WE HAD TAKEN GREAT  
MEASURES IN TRYING TO CUT DOWN  
ON THE NUMBER OF ROUTED  
NONRIDERS.

STUDENTS A SIGNED TO BUSES.  
WHAT WE'VE DONE IS SURVEY OUR  
SCHOOLS.

THOSE PEOPLE IN THE SCHOOLS  
CHARGED WITH KEEPING A ROSTER.  
WE WORK WITH THEM EVERY  
SEPTEMBER, OCTOBER AND AGAIN  
EVERY MAY JUNE.

THEY GET BACK TO US WITH A LIST  
OF NAMES OF STUDENTS THAT ARE  
NOT RIDING AND WE HAVE A CALL  
CENTER SENT UP THAT DELL MANAGES  
USING THE CUSTOMER SERVICE  
REPRESENTATIVES IN  
TRANSPORTATION TO CALL THE  
FAMILIES AND CONFIRM THAT  
THEY'RE NOT RIDING THE BUSES AND  
THEY CHOOSE TO OPT OUT.

UNFORTUNATELY FOR EVERY TEN  
STUDENTS THAT WE KNOW ARE NOT  
RIDING THE BUS AT ALL, ONLY FIVE  
OF THEM WILL OPT OUT BECAUSE THE  
REMAINDER TYPICALLY WILL SAY,  
YOU NEVER KNOW.

>> IN THE NUMBER OF STUDENTS  
THAT WERE OPTED OUT AS OF  
OCTOBER WHEN WE LIKE TO LOOK AT  
OUR COMPARATIVE DATA WAS 1,483.  
THERE WAS ALSO 180 OPTED OUT OF  
CHARTER STUDENTS.

>> AND THE WHERE IS MY SCHOOL  
BUS APP.

HOW IS THAT WORKING AND HOW MUCH  
DOES IT COST?

>> I DON'T KNOW THE COST, BUT I  
CAN TELL YOU I USE IT EVERY  
MORNING MYSELF.

>> AND YOURS WORKS.

WE HAD A NUMBER OF FOLKS AND A  
FEW E-MAILS ABOUT THE SYSTEM NOT  
WORKING FOR THEM.

>> WHAT I CAN TELL YOU A PERIOD OF SIX WEEKS, IT WAS NOT WORKING FOR ME.

>> HOW MUCH WE SPEND ON THAT?

>> I DON'T KNOW HOW MUCH WE SPEND.

ED, DO YOU HAVE THAT?

>> IT'S NOT A COST -- MIGHT BE AN I.T. COST.

>> WE WORK WITH THE OFFICE OF INSTRUCTIONAL TECHNOLOGY ON THAT IT'S A LOW CAST.

I DON'T KNOW WHAT IT IS.

I KNOW IT'S NOT VERY MUCH.

WHAT HAPPENED FOR A SIX WEEKS IS THERE WAS A BIG IN THE SYSTEM THAT THE VENDOR FIXED.

NOW THE SERVICE IS RESTORED.

I'M BACK TO USING IT EVERY DAY TO GET MY CHILDREN ON THE BUS.

ON THAT NOTE, THAT BUG ONLY AFFECTED A PORTION OF OUR RIDERS.

FOR SOME REASON I DON'T UNDERSTAND, MANY WERE PHONE. FOR SOME IT WASN'T.

>> OKAY.

THANK YOU.

>> VERY GOOD.

THANK YOU.

WE'RE GOING TO PUBLIC TESTIMONY. NAOMI RODRIGUEZ.

THAT'S THE ONLY ONE I HAVE SIGNED UP.

SO IF ANYONE ELSE WOULD LIKE TO SPEAK, JUST COME UP TO THE PODIUM.

>> GOOD AFTERNOON.

[SPEAKING SPANISH]

>> GOOD AFTERNOON.

I'M COME FROM EAST BOSTON.

[SPEAKING SPANISH]

>> I'M A MOTHER OF THREE CHILDREN.

THEY'RE STUDYING IN DIFFERENT SCHOOLS HERE IN PUBLIC SCHOOLS IN BOSTON.

[SPEAKING SPANISH]

>> ONE OF THE THINGS THAT IS CONCERNING TO ME THAT I'M LEARNING ABOUT TODAY IS THE COST OF TRANSPORTATION.

[SPEAKING SPANISH]

>> ONE OF THE THINGS THAT IS

CONCERNING TO ME IS THAT I HAVE TWO CHILDREN ON IEPs WITH SPECIAL EDUCATIONAL NEEDS.

[SPEAKING SPANISH]

>> I HAVE A SMALL -- A SHORT EXPERIENCE THAT I WANT TO SHARE WITH YOU ALL ABOUT ONE OF MY CHILDREN THAT HAS AN IEP.

[SPEAKING SPANISH]

>> IT HAS TO DO WITH THE TRANSPORTATION SERVICES THAT BRING OUR CHILDREN TO SCHOOL.

[SPEAKING SPANISH]

>> I REQUESTED ON HIS IEP THAT HE HAVE A BUS MONITOR IN HIS TRANSPORTATION BECAUSE HE HAD AN INCIDENT WITH ANOTHER STUDENT IN THE BUS.

[SPEAKING SPANISH]

>> ON THE BUS, ONE OF THE OLDER CHILDREN HIT HIM AND BUSTED OPEN HIS LIP.

THERE WAS NO BUS MONITOR IN THE BUS TO WATCH OVER THE CHILDREN. THIS WAS A GREAT PREOCCUPATION AND WORRY.

[SPEAKING SPANISH]

>> THAT SHE WANTS MORE MONEY PUT INTO THE BUDGET FOR BUS MONITORS.

THEY HAVE MORE KINDS BETWEEN KINDER AND FIFTH GRADE SO THE AGE DIFFERENCE IS LARGE AND THE BUS DRIVER IS UNABLE TO MONITOR THE WAY THAT A BUS MONITOR IS.

[SPEAKING SPANISH]

>> SHE'S NOT JUST SPEAKING FOR HERSELF, SHE'S SPEAKING FOR OTHER FAMILIES THAT SHE SPEAKS TO ON A REGULAR BASIS.

HER FRIENDS, WHEN ONE OF HER FRIENDS HAS A CHILD WITH AUTISM AND HAS SCRATCHES ON THEIR ARMS SO THE REQUEST FOR BUS MONITORS IS REALLY IMPORTANT.

[SPEAKING SPANISH]

>> SHE HAS A REQUEST THAT A SURVEY BE DONE WITH ALL THE PARENTS THAT HAVE CHILDREN IN BPS TRANSPORTATION BECAUSE YOU'RE PUTTING TOGETHER THE BUDGETS AND THEY HAVE A LOT OF FRUSTRATIONS AROUND THE TRANSPORTATION.

SO CAN A SURVEY BE DONE IN  
DIFFERENT LANGUAGES, INCLUDING  
SPANISH, TO MAKE IT ACCESSIBLE  
FOR FAMILIES TO BE ABLE TO CHAIR  
THEIR EXPERIENCES?

[SPEAKING SPANISH]

>> THIS WOULD BE AN IDEAL SURVEY  
SOLUTION TO UNDERSTAND WHERE THE  
COSTS ARE GOING AND TO BE ABLE  
TO UNDERSTAND WHAT HAPPENS IN  
THE BUSES AS OPPOSED TO JUST  
FROM THE FINANCIAL PERSPECTIVE.

>> THANK YOU.

>> THANK YOU FOR LISTENING.

>> GOOD AFTERNOON.

THANK YOU CITY OF BOSTON  
COUNCILLORS AND TRANSPORTATION  
PANEL.

I'M LINDA FREEMAN.

I'M A BOSTON PARENT AND ALSO  
WITH A SPECIAL EDUCATION  
STUDENT.

TO REITERATE ON WHAT HER ISSUE  
IS, IF YOU GET THIS BUS MONITOR,  
KINDLY THINK TWICE AND  
RECONSIDER BILINGUAL BUS  
MONITOR.

SO IF IT'S IN THE IEP THAT THEY  
NEED A BUS MONITOR, YOU MAY NEED  
A BILINGUAL BUS MONITOR.

OKAY?

OUR DRIVERS CAN'T ALWAYS MONITOR  
THESE KIDS.

THEY'RE DIFFERENT LEVELS OF  
COMPREHENSION, DIFFERENT LEVELS  
OF BEHAVIORAL AND EMOTIONAL  
ISSUES.

DIFFERENT LEVELS OF PHYSICAL  
ABILITY.

IF YOU HAVE NEVER BEEN -- HAD A  
KID BE IN A WHEELCHAIR BUS AND  
YOU WATCH THEIR HYDRAULIC LIFT  
FAIL, IT TAKES EXTRA TIME FOR  
THAT HYDRAULIC LIFT TO BE  
MANUALLY MADE AND MANUALLY  
RAISED.

THAT INCIDENT OCCURRED WITH MY  
SON QUITE MANY YEARS AGO.

THIS IS BEFORE AND AFTER KNEE  
SURGERY.

THESE ARE THINGS TO CONSIDER.

IF YOU DON'T GO THROUGH THIS,  
YOU HAVE NO IDEA.

YOU ALSO DON'T HAVE AN IDEA OF



PARENTS THAT HAVE VERY SEVERE  
DISABLED KIDS WHAT'S REAL CHAIR  
HAS A LOT OF COMPLEXITIES TO  
THEIR ASSISTIVE TECHNOLOGY.  
ALL RIGHT?  
I WILL REITERATE OTHER THINGS  
THAT YOU ALREADY MENTIONED IN  
REPORTS TO TRANSPORTATION.  
I'M GOING TO RUN RIGHT THROUGH  
IT AS QUICKLY AS POSSIBLE.  
CONSTRUCTION, DEVELOPMENT.  
CURRENT AND UPCOMING.  
ALSO IMPACTS BPS BUSES.  
THEIR ROUTES ARE DOOR-TO-DOOR  
AND CORNER TO CORNER.  
THE WAY THEY'RE GOING, IT CAN  
SLOW OUR DOWN.  
ALL IT TAKES IS ONE ACCIDENT TO  
SHUT THE WHOLE ROADWAY DOWN.  
SLOW STREETS PROGRAM.  
YOU'VE BEEN NARROWING THE  
NEIGHBORHOOD SIDE STREETS.  
REDUCE TRAVELING TIME.  
IT ALSO IMPACTS GARBAGE AND  
RECYCLE PICKUP.  
IT IMPACTS BUSES, WHEELCHAIR  
BOUND.  
SNOW MIX IMPACTS 20 UPHILL,  
DOWNHILL AND/OR OBSTRUCTIVE SNOW  
BANKS.  
AND AT TIMES, WE HAVE HEAVY  
DOWNPOURS KNOWN AS FLOODING.  
OUT OF DISTRICT PLACEMENT DO TO  
BPS NOT HAVING THE ACCOMMODATING  
SERVICES HERE IN DISTRICT.  
SO THEY HAVE TO BE SENT OUT OF  
DISTRICT.  
THAT'S YOUR TRANSPORTATION  
COSTS.  
BUS MONITORS NEEDS TRAINING.  
YOU'RE BUS DRIVING MAY BE OF ONE  
LANGUAGE.  
THE BUS MAY OR MAY NOT BE OF THE  
SAME LANGUAGE.  
SOMETIMES THEY'RE TALKING, NOT  
PAYING ATTENTION TO THE KIDS.  
IT'S A HUGE ISSUE WHEN IT COMES  
TO SAFETY.  
THEY WILL IGNORE SOME OF OUR  
KIDS.  
A SPECIFIC ONE TO ONE BUS  
MONITOR.  
DEPENDING WHAT'S ON THE IEP,  
CAN'T ALWAYS MONITOR ANOTHER

STUDENT WHO NEEDS A BUS MONITOR.  
WHY?  
IT DEPENDS ON THE COMPLEXITY OF  
THE BEHAVIORAL AND EMOTIONAL  
ISSUES ON THE PHYSICAL  
ABILITIES.  
THE OTHER THING IS, OTHER  
DISTRICTS DON'T HAVE 130  
SCHOOLS.  
THEY DON'T HAVE THE BIG DISTRICT  
LIKE BOSTON DOES.  
THEY DON'T HAVE THE AMOUNT OF  
SCHOOLS WE HAVE.  
HAVE TO BE REAL ABOUT THIS.  
SOME OF THE BEST DRIVERS ARE  
CULTURALLY INSENSITIVE WHEN IT  
COMES TO OUR STUDENTS WITH  
DISABILITIES.  
YOU DON'T KNOW THAT, BUT I'VE  
HEARD IT OVER THE YEARS.  
IT'S LIKE 15 YEARS OF IT,  
LISTENING TO THAT.  
WHEN IS IT GOING TO STOP?  
WHEN ONE DOESN'T HAVE A STUDENT  
WITH DISABILITIES FOR A FAMILY  
MEMBER, NONEXPERIENCE IN RECORDS  
TO SAFETY AND QUALITY OF LIFE IS  
NONEMPATHETIC.  
UNTIL YOU GO THROUGH THIS AS A  
PARENT FOR GUARDIAN OR PROVIDER,  
CARETAKER, YOU HAVE NO IDEA OF  
THE -- HOW GRUELING THE TASK CAN  
BE.  
AS FOR OUR BUSES, EVEN THOUGH  
THINK IS NOT QUITE INCLUDED IN  
THE TRANSPORTATION, THE REPAIR  
PART MAY BE IMPACTED BY TARIFF.  
I WONDER WHERE THAT CAME FROM?  
WAITING FOR IT IF IT'S OUT OF  
STATE PARTS TO HAVE TO COME IN.  
THAT IMPACTS YOUR  
TRANSPORTATIONS, THE COSTS AND  
WHETHER YOU HAVE ANOTHER STAND  
BY BUS TO RUN THE ROUTE.  
THANK YOU.  
>> THANK YOU.  
THANK YOU, PANEL AND MY  
COLLEAGUES, THE LEAD SPONSOR,  
COUNCILLOR ESSAIBI-GEORGE,  
COUNCILLOR CAMPBELL.  
DOCKET NUMBER 0192.  
THIS HEARING IS ADJOURNED.

