

**FACILITIES AND OPERATIONS  
SUBCOMMITTEE MEETING**

Wednesday, February 19, 2014  
4:30 PM

Spencer Borden Elementary School  
1400 President Avenue  
Fall River, MA 02720

**AGENDA**

Discussion:

- Tremblay Bus Incident, Penalty Fee and Contracts

**MINUTES**

At 4:31 PM, Chairman Hart read the open meeting law, described the agenda, and asked for a roll call.

A roll call for attendance showed that Mr. Costa, Mr. Hart, and Mr. Maynard were present. Also seated at the table were Superintendent Meg Mayo-Brown, Attorney Bruce Assad, Mr. Michael Saunders, and Mr. Tom Coogan. Tremblay's Bus Company representatives, Mr. Luke Tetrault, Mr. Rick Amarin, and Attorney Beaugard as well as Mr. Joseph Martins and local media were also present in the room.

Mr. Hart invited Tremblay's Bus representatives to the table. Attorney Beaugard introduced himself and explained that Mr. Tetrault is the Vice-President/General Manager of the company, and Mr. Amarin is the Assistant General Manager.

Mr. Hart asked Tremblay's to start with the opening statements.

Attorney Beaugard explained that Mr. Tetrault was passing around information packets. One item was titled "opening remarks" which is a narration of the incident. He thought it would be useful to take a couple of minutes to read the information handed out. Attorney Beaugard explained that the brochure contained information on the procedures that have been deployed at Tremblay's that pertain directly to the problem that occurred in January, in particular the job of the monitor. These are guidelines and procedures that the monitors are required to read, study, and adopt. He noted that the red printing contained what Tremblay's believes are still additional measures that may absolutely ensure and maximize the chance that this kind of mistake doesn't occur again in the future. The red type items are the things that Tremblay is in the process of adopting and implementing.

Mr. Hart said questioned what was different from the procedures currently in place. He noted that the gist of the matter is that the person who is no longer employed at Tremblay's just neglected to do something that is so easy and simple as to walk down the end of the bus and to check.

Attorney Beauregard responded that it was preempting the introductory comments he was going to make but felt it was appropriate to have Mr. Tetrault answer that question directly.

Mr. Tetrault explained that they have now made it mandatory that the monitor will sit in the last seat of the vehicle that is used to transport students. The monitor in question on that date admits that he did not walk to the back of the van. He just did a casual look under the seats and did not see any legs dangling so he sat up front for the ride home. Now monitors will sit in the back seat. They will go do the check, hang a sign in the back window indicating the vehicle is empty, and then sit in the back seat.

Attorney Beauregard said the monitor will now, company-wide, be required to actually take a sign and walk to the back of the vehicle. He asked if that was doable in van-type vehicles and Mr. Tetrault indicated to him that it is absolutely doable.

Attorney Beauregard explained that Tremblay's has been providing services to the City of Fall River for approximately 34 years which is a very long history. They know and understand that there was an incident in the year 2007 involving essentially the same kind of mistake and unfortunately it occurred again last month. He noted that company-wide over the last 10 years there have been three incidents, two of which happened to be in Fall River. "None of this is said as an excuse in any way. It's just to try to provide some context; stuff happens." Attorney Beauregard said that he had read Vice-Chairman Costa's comment in the newspaper that "it was absolutely unacceptable in my eyes to entrust a small child to a bus vendor and to have that child left behind," and that Tremblay's agrees with that emphatically 100%. He added that there is no question that that is the standard that has to be deployed.

Attorney Beauregard continued by explaining that there are approximately 55 monitors that are deployed in Fall River. Company-wide there are 181. He said that for 55 monitors, they are looking at about 700 monitor actions a day which stretched out to the school year adds up to be thousands of tasks that have to be performed by monitors over the course of the year. "Again we are walking the tight rope here. We are not in any way trying to explain that this is acceptable. One occasion, two occasions, or three occasions; but the other side of the coin is that Tremblay's is proud of its record over the course of the last 10 years as much in the City of Fall River and otherwise. We know that there is this penalty provision that has been described in the contract. We know that it says \$25,000." He explained that they have discussed this and Mr. Tetrault indicated that there might be hours, expenses, and things such as safety education that could be devoted to the City of Fall River. Tremblay's has ideas on those things because they have been in the business of transporting students for so many years and they stand ready to deploy its people, talent, and resources as part of the redress for what happened. They understand that the Committee is looking for redress and they are respectfully suggesting that instead of imposing "a penalty" that there may be a useful way to approach this for some remedy. He added that Tremblay's wants to work cooperatively and wants to continue its quality services in Fall River and approaches the meeting in that spirit. They want every Committee member to be as content as can be with what has been learned as a result of this particular incident with the improvements that have been made and they stand ready to answer any questions.

Mr. Hart said he knows that and that this is a black and white issue with no gray area. There was an unfortunate incident that occurred where the monitor did not go all the way down to the end of the bus to check that there was a student there. He agrees they are drawing on a tight line because they are dealing with a child who was left in the bus unattended. "It was an accident; there's no question about it. I have an eight and a four-year-old and obviously I would not want my child to be left behind on the bus."

Mr. Hart then asked Mr. Tetrault if this has happened in other communities.

Mr. Tetrault said it has happened in one other daycare in the last 10 years.

Attorney Beauregard said three times in 10 years. "Again, if you do the arithmetic - and again it is not an excuse, but just for context; Tremblay's would want perfection. It hasn't gotten perfection. It has gotten three incidents in 10 years. They are not excusable."

Mr. Maynard responded that one is too many in his book.

Attorney Beauregard said there was no question about it and that was Tremblay's view as well. He added that the monitor had a very good history, was well-respected and unfortunately screwed up the one time and it is unacceptable.

Mr. Hart recognize Mr. Costa.

Mr. Costa welcomed the Tremblay's representatives and attorney for being there. He said what brings them there is that this is not the first or second time this has happened when it comes to Tremblay's. He explained that he has historical perspective being on the Committee for his ninth year. When the incident took place in 2007 that was also an experienced staff. The driver was a 20 year employee and the monitor was there for 7 years. He understands that as part of human nature, they can have all the policies they want in place and if they are not followed by their employees "then they are about as good as they are written on the paper." The issue he has is that it is a repeated pattern.

Mr. Costa said the first incident goes back to 2004 where a nine-year-old special needs child was instructed by the driver to get off of the bus and was let off the bus blocks from his home. The parents were not there because they were not expecting a child. In 2007, a six-year-old Doran student was left unattended and found in the Fall River lot on Lawrence Street. "At that point, Mr. Tetrault, we appreciated your presence at that time along with Attorney Beauregard. You came before the Committee and gave us a rundown of what transpired and also assurances on how your company and staff were going to move forward with safety procedures." He said that one of them that struck him as odd in going back was that in an interview/article in the Herald News, Mr. Tetrault had said that "beginning Monday morning all buses were being re-inspected by the Tremblay's supervisory staff upon completion of its bus route. We will board the bus each and every day, Mr. Tetrault said, this is a permanent policy." He asked if that is a policy, were there supervisors on hand or if the policy had changed where individuals were not getting on the bus to check?

Mr. Tetrault responded that it was a policy that was changed. "We felt that we had the provisions in place where we educate these people at all times to walk to the back of the bus. This is what they are doing. We felt that they had it down after several years of doing this. We believed that we had it down. The gentleman made a mistake."

Mr. Costa asked other than feeling they had it down, what else would cause the company to get away from that. "Wasn't that a surefire way of holding not only the employee - meaning the monitor and the driver - responsible for the safety of those children, but also give you a layer of supervisory oversight for whether or not that was occurring?"

Mr. Tetrault responded "Again, as I said, we believed that we had it after five or six years without an incident. We believed we had it solved with the people. We were doing spot checks, watching everybody walk down do their job. Hindsight being 20/20..."

Mr. Costa "...and complacency and that happens. I understand that."

Attorney Beauregard said he did not believe complacency was the way it would be described on their side of the table.

Mr. Costa said that was fine but he would describe it as complacency because the way it was referred to was that they felt they had it down after a certain period of time. At some point that changed, so in his eyes that is complacency. "I have all the respect for Mr. Tetrault. You have been in business for a number of years. You don't transport one child, you transport hundreds of children. I preface that and I don't mean it with any disrespect but from where I sit, we contract with not only your company but with several bus companies throughout the region and now this is the third incident, second in which a small child has been left unattended on the transportation vehicle. To me, not only as a member of this School Committee, but as a parent as I said when you quoted me, is unacceptable."

Mr. Costa continued these were lucrative contracts and that he expects that safety is first and foremost. He noted that since 2007 to date their company has been awarded \$15,961,131 worth of service. "That is not worth one child being left on a bus and something tragic happening. I speak out of frustration and I'm tempered by it because again, I'm not trying to draw arrows at you folks because I understand you're in control of only so much. The reason I proposed the language to be inserted into future contracts wasn't necessarily for a quick grab for the district in terms of its money. As a matter of fact, I prefaced it very specifically that that money in turn would be used solely for the purpose of educating elementary students going forward. I felt if there was going to be such a penalty at least that money should be used for a useful purpose which was to encourage students to be more safe whether it be while riding a bus; whether it is coming or leaving school; I felt it was most appropriate at the time. Attorney Beauregard feel free to respond but I would classify this more as stuff happens. We are talking about the safety of our children which in my eyes, there is no more important issue given the fact that they are six-year-olds."

Attorney Beauregard asked if he could respond and Mr. Costa agreed.

Attorney Beauregard said he didn't mean to set up any tension or argument but the furthest thing from the performance of Luke Tetreault is complacency and that that was not what the change in procedure was all about. "When one looks at life insurance or actuarial statistics etc., nobody wants family to die, nobody wants accidents to happen – taxi cabs, buses, or automobiles – but as you said in your own words sometimes "stuff happens" that's not a justification and it's not..."

Mr. Costa interrupted, "No those were your words, "stuff happens." I was quoting you in reference to..."

Attorney Beauregard responded "I don't think I said stuff happens."

Mr. Costa said he had it right there in quotations "stuff happens" and that is the reference he was making because to him it is more than just "stuff happens."

Attorney Beaugard said if it was his words, he will take it responsibility for it.

Attorney Beaugard continued that looking at it from the point of view of the number of trips that are made “not justification - and again we are walking on the edge here. We are not here saying this is okay. It is not okay but sometimes something will happen that nobody wants the something to happen.” He said the point he is trying to make is that he did not think there was anybody system-wide that Tremblay’s has been servicing over the years that would hesitate to put their child on a Tremblay bus and that the safety record of the company is outstanding. “It is not an excuse for what happened a month ago. Measures will be taken there in red and we stand ready to take a reasonable redress. The point here is that short of the fact that we cannot justify that this monitor screwed up that one day, there is nothing here that can really be reasonably faulted. In fact, it's the opposite, the performance record and the effort and the energy and the talent at which Tremblay’s has performed it services speaks for itself.”

Attorney Beaugard concluded by saying that he didn’t see the relevance of the \$15 million. He agreed they are getting a lot of money from the City of Fall River because they were the lowest responsible bidder. “Tremblay’s appreciates the work that it gets from the City of Fall River but be certain that what it does is it bids. It sharpens its pencil and provides quality services to try to be responsible. Over the course of the years, I don't think anybody in this room would claim that there is any contract that was given to Tremblay’s as a result of the process where the City did not get a very fair and adequate deal. That is what Tremblay’s strives to do. So with \$15 million, I am not sure how that factors into...whether you are saying that because it's \$15 million then this monitor shouldn't have been on the payroll?”

Mr. Costa responded that he was saying for \$15 million, they should be able to reasonably ensure that when children get on a bus, they get off where they are supposed to be.

Attorney Beaugard agreed.

Mr. Costa continued that was the point he was making. He was not saying that the contracts were given inappropriately. “I am just saying for the amount of money that is paid, whether it is the lowest or not, one should reasonably expect that the staff who are providing oversight for those children from the time they get on that bus to the time they get off are well trained, accountable to somebody whether it's a supervisor or others, and that they follow your policies and procedures.”

Attorney Beaugard said they agree.

Mr. Costa said if they do not follow the policies and procedures then the language suggests, as far as he is concerned, that they don't transport children.

Mr. Costa then asked Mr. Tetreault if DCF or the police department were contacted after this incident, as was done in 2007.

Mr. Tetreault said they were not contacted.

Mr. Costa asked if it is a policy or procedure of their company to do so on behalf of a child if an incident like this takes place.

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Mr. Tetreault said that under the contract they notify the school department. In light of this incident, they now have the agency numbers in the terminals. After the appropriate school is notified, they will then call to notify DCF.

Mr. Costa asked if Tremblay's did not notify DCF, did the school department?

Superintendent Mayo-Brown said they did not. She became aware that they had not filed on February 12 because Mr. Costa had requested the minutes of the 2007 meeting. As she went through those minutes, it was clearly in there. She added that regardless of whether it was in the minutes or not, the school department is a mandated reporter.

Mr. Costa said that is the point he was drawing. Regardless if policy defines it, the State statute defines that as a mandated reporter charged with the responsibility of being the caretaker or serving in the caretaker role, upon information being presented that suggests abuse and neglect may have occurred, they are under the law required to notify DCF.

Superintendent Mayo-Brown said Mr. Costa was "precisely right." She continued that upon reading the minutes on February 12, she called the school principal and Mr. Coogan to confirm that DCF had been contacted and they both indicated they had not. That afternoon she personally contacted DCF and explained the situation to them and talked to the representative as to what the best approach was at that point. The two outcomes were that they immediately filed on February 12. She also spoke to the representative regarding establishing training from DCF for all central office staff, all transportation staff, and building principals in terms of the requirements around mandated reporting. "I have been a mandated reporter for 30 years. I am very clear on that and it was inappropriate that the school department did not report it. So, the investigation is open and they expect to complete it by March 7 but it was filed immediately upon my becoming aware that it hadn't been filed at that time."

Mr. Costa said that in 2007, then Superintendent Fischer notified Chief Souza which prompted Detective Cardoza to launch an investigation. He asked if that had been done with New Bedford Police.

Superintendent Mayo Brown said they had not contacted the New Bedford Police. Mr. Coogan contacted the Fall River Police Department on the same afternoon that she contacted DCF.

Mr. Costa asked what that feedback was.

Superintendent Mayo-Brown said she would let Mr. Coogan describe that since he had spoken to them directly.

Mr. Coogan said he spoke to the Sargent of the School Resource Officers and gave the facts of the situation as to how it was handled and asked how it should be handled going forward. It was the Sargent's advice/interpretation of the incident that by the time the school department had been notified, the child was back at the school and in his mind no harm, neglect or purposeful issue with the child had occurred, so there wasn't much action that they would take and they would not investigate a claim like that as long as the facts were as Mr. Coogan described.

Mr. Costa questioned the fact that there were almost identical situations in 2007 and 2014 and in 2007 an investigation was done and charges were filed. He didn't see how the situations differed.

Mr. Coogan said that because the incident occurred in New Bedford, the Sargent said they would not have any jurisdiction and he did not see where New Bedford would proceed either. He was told that they could call it in but it was the Sargent's opinion, given the facts of the case, that they would not proceed with a full-scale investigation.

Mr. Costa said the issue at hand was that nearly thirty days had passed before they were contacted which is the problem he had with this. "In the 2007 minutes it was very clear. Mr. McCoy made a motion that in a situation like this, that the Superintendent or the Assistant Superintendent would file a 51A and contact the police department."

Superintendent Mayo-Brown said that was correct. "Certainly one of our recommendations to the Committee is that language in the 2007 minutes is not in policy and it needs to absolutely be put into policy. In my mind, Mr. Costa, that's neither here nor there because I'm a mandated reporter. Under State law we are required to report it. It doesn't matter whether it's in policy, in the minutes or not; it's the school department's obligation and responsibility to file a 51A."

Mr. Costa said he has mentioned before that they have other companies that provide transportation for the district who have done so flawlessly, so he knows it can be done. "I don't have the answers as to why it has now happened - at least with being left on the bus - twice in 10 years. I know there are a lot of accolades to be shared for the amount of service and the number of students that are transported but I am not confident."

Mr. Tetrault responded "I know you're not confident but I am telling you, I'm a 30 year employee. You have one person that jeopardized the integrity of this company for both occasions. We will strive to work with you. I don't take this lightly. I lose nights of sleep. I have been in contact with DCF. I've asked them to send me forms so that we can have forms in-house right away." He added that a lot of good people could lose those livelihoods and that his purpose there was to cooperate and ensure them that they do not take this lightly.

Mr. Costa said he wished that Mr. Tetrault's passion, drive, and attention to this could translate down to his staff. He said he heard the same type of rhetoric in 07 and wasn't happy then but acknowledged the fact that they had a plan in place moving forward at the time which gave him some assurances that the likelihood of this happening again was very slim. "So here we are seven years later and it is the same set of facts, essentially, with the same outcome. We are now hearing that in red we are going to do some additional things as far as policy is concerned which is great but I don't think it gets - for me personally, I am only speaking for myself - I don't think it gives me the assurances needed in order to have the confidence I need to in approving contracts for you going forward. Take that for what it is. It is my opinion."

Attorney Beauregard said that is precisely the reason that they have been forthcoming. Mr. Tetrault has searched procedures, talent, and his experience to come up with the changes in red. They hoped to get the Committee's input and views. "Tremblay's is going to do it anyway. It is additional protection and it seems to me that if a monitor does not get up off the monitor's rear-end and walk to the back of the bus or van and place that sign in that place...it seems to me that is an excellent fail-safe. Again, you said it is not acceptable that it happens with seven years separation; stuff - again - happens. One cannot walk out of here and guarantee that they are going to cross the street successfully. It is just life."

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Mr. Costa responded, "but one who sits in my seat, Attorney Beauregard, can recommend to a full committee that we don't engage in a contract for services with your company so we don't have to worry about in seven years from now if there is going to be a child left behind."

Attorney Beauregard, "You are just going to have to worry about the alternative company and whether they are as responsible as Tremblay's."

Mr. Costa responded that he had no information before him that suggested that any other vendors that they do business with are not responsible.

Mr. Hart said he neglected at the beginning of the meeting to mention that Mr. Martins was present and that if he had any questions, he could feel free to let them know.

Mr. Maynard said he agreed with everything Mr. Costa said and asked what kind of experience drivers have when they are hired.

Mr. Tetrault explained that today's drivers go through in excess of 80 hours of training and that there are new laws. Drivers learn everything from first aid and CPR to student behavior and traffic control. He said he can have one of his safety officers compile that data and get it to the Committee.

Mr. Hart asked if he could make additional copies and send it to the full Committee as well.

Mr. Maynard said he was very disappointed in Tremblay's and that this being the third incident is ridiculous to him. As far as he is concerned, he would fine them the \$25,000 with no problem if the Committee is up to it. He added that he also would not renew their contract.

Mr. Hart recognized Madame Superintendent.

Superintendent Mayo-Brown asked Mr. Tetrault about the procedure when the van arrives at a school and the communication between the monitor, driver, and the school personnel accepting the children in terms of who is on the bus or not.

Mr. Tetrault said from what he understands, the staff member comes out and asks who is on the vehicle. They give them the list and then they take the children and go off. He cannot explain how the child was left behind on this particular date. The staff member indicated that he talked to the teacher about who was in. He doesn't understand other than the monitor not doing his job.

Superintendent Mayo-Brown said from her conversation with the school, the school was informed by the monitor that the child was absent. She said that there needs to be a communication piece added because the school was informed that the child was absent and then the school did what it needed to do and that is one of the ways the mother became alerted. The child was reported absent so she called the school to find out because she had 'put her child on the van. "There needs to be some tightening up of procedures on your end in that regard moving forward. Certainly, as soon as kids report back on Monday."

Mr. Costa said that as part of the motion that he made in 2007, it says "*all transportation companies will require the driver and/or monitor to complete a daily checklist, which requires said employees to document/check the names of all children with each child's face when they board and recheck the*

student's name with each child's face when the child exits the vehicle." He doesn't believe this is captured in the contracts and is not sure why. It was made in the form of a motion and if that procedure had been followed someone would have noticed that they were missing a child. "It is here, just whether or not you take it from here (referencing the minutes) and exercise that as part of our practice, there lies the issue."

Superintendent Mayo-Brown said she raised it because she does not see it in the monitor's job description as a duty or in the memo to Tremblay's employees dated January 20.

Mr. Tetrault said he was noting it and asked if there is a staff member that comes to meet the bus at all schools. He said they could set up a checklist and email it to the Superintendent the following day for approval to have something in place for Monday.

Mr. Coogan explained that practice is that any of the special needs or McKinney-Vento vans are met by a staff member and agreed with having an exchange of papers or an attendance sheet.

Superintendent Mayo-Brown said she assumed in addition to the 80 hours of training for drivers, there was training for the monitors and asked that they include training from DCF regarding mandated reporting and how that occurs. She knows he has been in contact with them and has the forms but thought the additional measure of having a representative from DCF come out and provide training to his employees was a good idea.

Mr. Tetrault agreed and noted that on the upcoming Friday they were holding an in-service specifically dedicated to this at White's of Westport for his 131 Fall River employees. They also held an in-service on Martin Luther King Day in New Bedford and 330 employees were in attendance. He said he understood their reluctance but asked that they give them a chance. He assured them that he was going to exhaust every way to make sure this doesn't happen again.

Mr. Maynard said he understood how Mr. Tetrault felt but he was there make sure the children are safe going to school and back home. He feels three strikes and you're out and they have had three incidents.

Mr. Tetrault said he understood and respected his position but asked that Mr. Maynard understand his position as well.

Mr. Beauregard said to Mr. Maynard that the qualifications, procedures, and the dedication that Mr. Tetrault has makes Tremblay's the company that provides the best chance for avoiding these opportunities. If they choose to go with the next contract, he questions how than can rely on the fact that they are getting somebody better.

Mr. Maynard said that company would be held to the same contract and would be penalized if it was not adhered to.

Mr. Martins asked if they are suggesting in place of the \$25,000 punitive, they do an in-kind service such as providing sources of safety to the children in Fall River.

Mr. Tetrault said they were. He explained that October 20-24, 2014 is National School Bus Safety Week. They could sit with district representatives and plan a number of educational items for K-6 students such as school bus safe riding, bullying, safe zone crossings, etc. "I am asking you, give us the chance. We

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want to show you that we are committed and dedicated to showing you this is an abnormality. It is not an accepted practice.”

Attorney Beauregard said that Tremblay’s is proposing that it devote \$25,000 of its resources to the City of Fall River. He added that Tremblay’s has no problem owning up to this mistake and devoting its resources in every way to correct it and that maybe it is a better way to do it instead of calling it a penalty and looking for a check.

Mr. Costa said he respected that but he has heard the assurances before. He addressed again the notion that they are getting the best with Tremblay’s but he doesn’t have evidence of incidents with other companies. He feels, like Mr. Maynard, that as a member of the Committee he has a responsibility to make sure that the people they contract with and the people that provide services for the district do it with the absolute safety of the children in the forefront and he doesn’t get that sense.

**Motion: Mr. Costa - Mr. Maynard: Due to the fact that this is the second incident in which an employee of Tremblay Bus Company has left a student unattended on a school bus or van, I move that the Subcommittee recommend to the full body of the School Committee that Tremblay Bus Company be suspended for a period of one year commencing academic year 2014 – 2015 from bidding on any Fall River School Department proposals for the transportation of students.**

DISCUSSION:

Mr. Hart asked Attorney Assad how the fine should be handled and if they had to settle on that that night.

Attorney Assad said they did not have to decide that evening but could make a recommendation to the full Committee. Tremblay’s offer would be up to the Committee.

Mr. Hart said it was a very touchy situation. He was going to vote no because he thought they should be allowed to bid. He also does not want to see people’s lives changed based on one person. He agreed that two incidents was too many but that they should be penalized through the fine, whether monetary or in-kind services. He added that he is one voice and is sure it will be sent to the full Committee.

Mr. Hart asked for a roll call.

Mr. Costa asked for further discussion.

Mr. Hart requested the roll call first.

**Roll call:**

Mr. Costa:       yes

Mr. Hart:        no

Mr. Maynard:   yes

**2 were in favor**

**1 was opposed (Mr. Hart)**

**Motion Passed**

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Mr. Hart asked if they wanted to talk about the fine and how they wanted to implement it or send it to the full Committee.

**Motion: Mr. Maynard – Mr. Costa: To discuss the \$25,000 fine with the options heard tonight with the full body at the March meeting.**

**Roll call:**

Mr. Costa:       yes  
Mr. Hart:        yes  
Mr. Maynard:    yes

All were in favor	None opposed	Motion Passed
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Mr. Costa said he agreed that people should be able to bid openly and fairly but that they have to take into account situations in which there are safety issues. There have been assurances in the past provided to the Committee and district that things would be put in place to prevent them from happening again. When that does not work, something is getting lost. He does not put this on one person. In 2007 it was a monitor and a bus driver. There were two individuals then and this time. He also cannot get over the fact that in 2007 there were assurances that supervisors were going to physically board the bus which happened for a period of time and then stopped because they thought they had it well-managed. Because of that they ended up with a similar situation. He cannot be reasonably assured that going forward, if they continue a contract with Tremblay's, that they are going to see that same type of attention paid to the safety of the students they transport.

Mr. Hart said he somewhat agreed with Mr. Costa on that; however, policies were in place and it was just the unfortunate circumstance that one or two people did not do their job.

Mr. Hart asked if there was any other discussion.

Mr. Costa asked the administration if they could come forward at the next Committee meeting with proposed suggestions on procedures regarding how mandated reporting will be handled with the appropriate State agencies and law-enforcement agencies. He said that everyone is aware of their duties, however, in this particular case it wasn't done so he feels this should be brought forward for policy.

**Motion: Mr. Maynard – Mr. Costa: To adjourn.**

All were in favor	None opposed	Motion Passed
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Meeting adjourned at 5:37 PM.

Respectfully submitted,



Interim Administrative Assistant for  
School Committee Services

Please note: A videotape/DVD of this meeting is on file in the School Committee Office and is available for review by contacting the Interim Administrative Assistant for School Committee Services.