
To: Boston School Committee
From: Daniel Rosengard, Executive Director of Transportation
CC: Mary Skipper, Superintendent; Dr. Samuel DePina, Senior Deputy Superintendent of Operations
Subject: On-Time Performance Data Reporting
Date: February 12, 2026

This memorandum provides an update on BPS Transportation's on-time performance data as well as follow-up on a question from the November 19 School Committee meeting. With the Systemic Improvement Plan (SIP) with DESE coming to a conclusion at the end of the 2024-25 school year, Boston Public Schools committed to provide quarterly updates on transportation on-time performance to the School Committee.

On-Time Performance (OTP) is one of the primary measures of BPS Transportation's performance. OTP measures the percentage of buses that arrive at school prior to the bell in the morning, and the percentage of buses that arrive at school prior to the scheduled departure time in the afternoon.

Since 2022, BPS has made significant progress in addressing many of the long-standing structural issues impeding transportation improvements, leading to measurable, sustained improvements in on-time performance. As outlined in the April 2025 ["Driving Change: BPS Transportation Progress Report 2022-2025"](#), BPS is committed to making further system-level changes to align demand for bus service more closely with the capacity of our fleet, increase the efficiency of our system, and improve our ability to deliver high-quality transportation service to all students and families.

Highlights and points of note from 2025-26 OTP since our last quarterly update include the following:

- Morning:
 - Morning OTP averaged 94% in November and 93% in December, both representing the highest OTP on record for those months.
 - Morning OTP averaged 88% in January, which was significantly impacted by reduced OTP in the last week of January following the major storm that hit Boston on January 25th and 26th. Lingering effects from the storm - including narrowed and sometimes inaccessible streets, ongoing snow removal efforts across the City, and increased traffic congestion - led to significantly reduced OTP the last week of January. For the first three weeks of January, morning OTP averaged 94%.
 - Uncovered routes saw an increase in December and January, caused by a number of factors including driver absenteeism, bus mechanical issues, and enhanced safety and compliance procedures that have led to more drivers unavailable to drive due to scheduled training each day. BPS is working urgently with Transdev to address each of these factors and reduce the number of uncovered trips.
- Afternoon:
 - Afternoon OTP averaged 87% in November and 84% in December. November afternoon OTP represented the highest OTP on record for that month.
 - Afternoon OTP averaged 85% in January. As with morning OTP, January afternoon OTP was impacted by reduced OTP in the last week of January following the major storm. For the first three weeks of January, afternoon OTP averaged 88%.

The below tables report both monthly and year-to-date OTP data for morning and afternoon, in addition to the percentage of uncovered and unreported trips from each time period. The data for subsequent months will be added to the tables with each quarterly update to the School Committee.

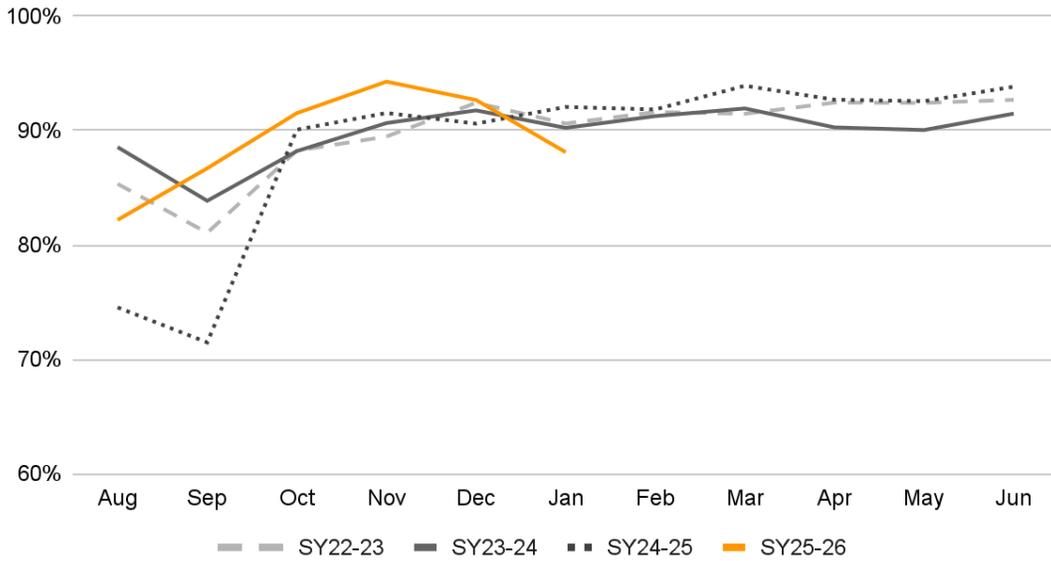
Morning On-Time Performance								
Time Period	Total Scheduled Routes	Routes without Data (Unreported)	Uncovered Routes	Percent Unreported	Percent Uncovered Routes	OTP	OTP Within 15 Minutes	OTP Within 30 Minutes
August	1845	189	13	10.2%	0.7%	82.2%	91.5%	94.9%
September	27712	680	86	2.5%	0.3%	86.7%	96.4%	98.7%
October	31749	739	149	2.3%	0.5%	91.5%	97.8%	99.0%
November	24348	640	143	2.6%	0.6%	94.3%	98.1%	98.9%
December	21808	615	447	2.8%	2.0%	92.7%	96.7%	97.4%
January	24388	439	329	1.8%	1.3%	88.1%	94.4%	96.9%
February								
March								
April								
May								
June								
Year to Date	131850	3302	1167	2.5%	0.9%	90.4%	96.7%	98.2%

Afternoon On-Time Performance								
Time Period	Total Scheduled Routes	Routes without Data (Unreported)	Uncovered Routes	Percent Unreported	Percent Uncovered Routes	OTP	OTP Within 15 Minutes	OTP Within 30 Minutes
August	2177	179	11	8.2%	0.5%	79.5%	92.7%	96.8%
September	27786	491	118	1.8%	0.4%	81.9%	94.8%	98.2%
October	31135	679	128	2.2%	0.4%	84.6%	96.5%	98.6%
November	23823	544	69	2.3%	0.3%	86.9%	97.1%	98.9%
December	21373	544	412	2.5%	1.9%	84.0%	94.9%	96.8%
January	24006	406	177	1.7%	0.7%	85.1%	95.9%	98.0%
February								
March								
April								
May								
June								
Year to Date	130300	2843	915	2.2%	0.7%	84.4%	95.8%	98.1%

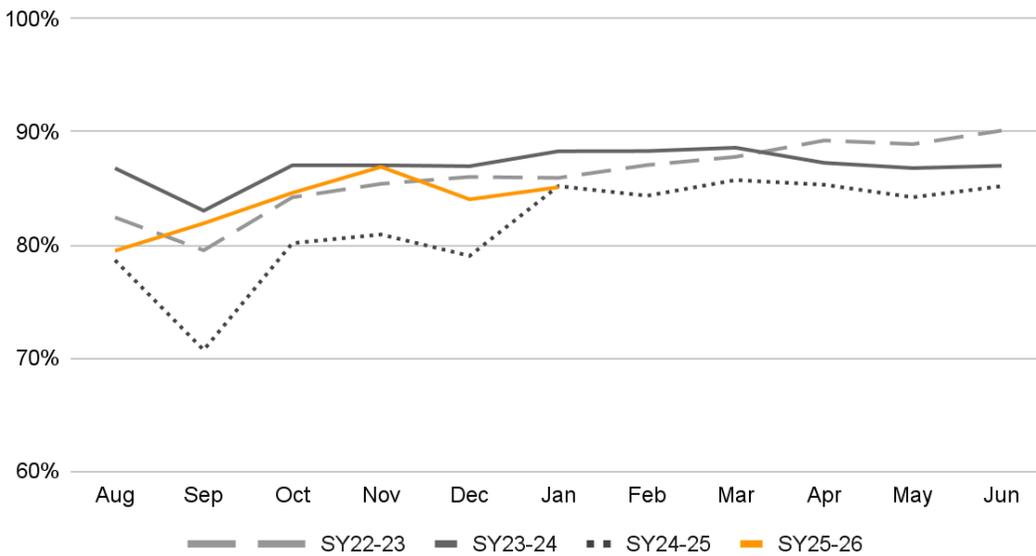
Year-Over-Year OTP

The below graphs show morning and afternoon OTP, by month, for this school year as well as all three years under the SIP, in order to show how OTP has progressed over time. As these graphs indicate, and as stated above, morning and afternoon On-Time Performance has been trending higher than prior years outside of the recent storm-related delays.

Morning On-Time Performance



Afternoon On-Time Performance



Follow-Up from November 19 School Committee Meeting

During the November 19 School Committee meeting, Member Cardet-Hernandez asked for information regarding the checks and balances in place for the District's Transdev contract and budget for yellow bus operations. The current contract was developed over two years and put to public bid in the fall of 2022. Transdev was selected as the vendor and the new contract began on July 1, 2023. The contract is for a five year term with three one year options electible at the City's discretion. The contract is for yellow bus maintenance and operations. Amongst other things, the contract details operating and staffing responsibilities; compliance, record-keeping, and audit requirements; contractor-required reporting; and Monthly Performance Reviews to facilitate detailed oversight of the contract. Many of the contractual oversight processes, including the entirety of the Monthly Performance Review process, are new since previous yellow bus maintenance and operations contracts. Unlike the previous yellow bus contract that ran from July 1, 2013-June 30, 2023, this contract delineates a specific, limited set of contractor expenses which are reimbursable by Boston Public Schools. These include unionized wages, vehicle maintenance and parts costs, fuel, pre-approved leasehold improvements and fixed asset purchases, and other limited categories of expenses. All other expenses and fees are expressly the responsibility of the contractor.

BPS has in place extensive oversight procedures to ensure contract compliance. Monthly, the vendor is required to submit to BPS a Standard Monthly Reporting Package that includes key data and metrics related to performance and operations. The vendor's performance is reviewed regularly through Monthly Performance Reviews and functional-area working groups spanning Operations, Human Resources, Finance, Safety, Maintenance, and Information Technology. BPS also maintains direct view access to the vendor's systems and records related to this contract, including, but not limited to, their fleet management software, invoicing and accounts payable software, and driver list with all license and credential information. BPS has a contractual right to approve all director-level or higher personnel as well as to request the removal of any contractor employee from performing services under the contract. BPS also has a contractual right to access and enter all facilities and assets and to spot check and audit all books and records that support the operation at any time. BPS regularly exercises our contractual rights in all of these areas to monitor performance and audit and check records and invoices. All Standard Monthly Reporting Packages and invoices receive detailed review by BPS Transportation staff members. Multiple staff members in the Transportation Department support overall oversight of this contract, including four staff members who support conducting weekly on-site review at each bus yard. This is in addition to staff who perform review of documents and data collected across the transportation system each day. BPS' contract with the vendor represents one of the largest contracts in the City and supports the critical function of transporting students to and from school every day. The District is committed to continued partnership with the vendor, along with extensive oversight and accountability mechanisms to ensure that yellow bus transportation is provided safely, reliably, on-time, and in a cost-effective manner to the students of Boston.

Definition of Terms:

- **Total Scheduled Routes:** The total number of routes scheduled to run during the month
- **Routes without Data (Unreported):** The number of routes within the month that did not report an arrival time at the school
- **Uncovered Routes:** The number of routes within the month that were scheduled to run but did not run due to not having a driver and/or vehicle available to complete the route
- **On-time Performance (OTP):** The percentage of reported routes (includes routes with a reported arrival time plus uncovered routes) where the bus arrived at the school to drop off students before the school bell (morning routes) or the bus arrived at the school to pick up students before the scheduled departure time from the school (afternoon routes)
- **OTP Within 15 Minutes:** The percentage of reported routes where the bus arrived at the school to drop off students within 15 minutes of the school bell (morning routes) or the bus arrived at the school to pick up students within 15 minutes of the scheduled departure time from the school (afternoon routes)
- **OTP Within 30 Minutes:** The percentage of routes where the bus arrived at the school to drop off students within 30 minutes of the school bell (morning routes) or the bus arrived at the school to pick up students within 30 minutes of the scheduled departure time from the school (afternoon routes)