

;;;BCC 180829

>> THANK YOU.

GOOD MORNING.

MY NAME IS MICHELLE WU AND I
CHAIR THE CITY COUNCIL COMMITTEE
ON PLANNING, DEVELOPMENT AND
TRANSPORTATION AND JOINED BY.

COUNCILOR FLYNN.

THE IS BEING RECORDED AND REPLAY
SATURDAY AT 8:00 P.M.

IF YOU CAN SILENCE YOUR CELL
PHONES AND OTHER DEVICES AND
WE'LL TAKE PUBLIC TESTIMONY AT
THE END IF ANYONE WISHES TO SIGN
IN AND TESTIFY.

TODAY'S HEARING IS ON DOCKETS
0842, 1158 AND 1159.

THESE ARE SPONSORED BY VARIOUS
PETITIONERS AND REFERRED TO THE
COMMITTEE ON PLANNING,
DEVELOPMENT AND TRANSPORTATION.
FOR THE FIRST DOCKET AND AUGUST
2018 FOR THE LAST TWO DOCKETS.
I'M GOING READ THEM INTO THE
RECORD AND THEN WE DO HAVE

WITHDRAWAL

DOCKET #0842 - PETITION OF LOCAL
MOTION OF BOSTON, FOR A LICENSE
TO OPERATE MOTOR VEHICLES FOR
THE CARRIAGE OF PASSENGERS FOR
HIRE OVER CERTAIN STREETS IN
BOSTON.

DOCKET #1158 - PETITION OF LOCAL
MOTION OF BOSTON, FOR A LICENSE
TO OPERATE MOTOR VEHICLES FOR
THE CARRIAGE OF PASSENGERS FOR
HIRE OVER CERTAIN STREETS IN
BOSTON.

DOCKET #1159 - PETITION OF ABOVE
ALL TRANSPORTATION, FOR A
LICENSE TO OPERATE MOTOR
VEHICLES FOR THE CARRIAGE OF
PASSENGERS FOR HIRE OVER CERTAIN
STREETS IN BOSTON.

LOCAL MOTION OF BOSTON THE
PETITIONER HAS MENTIONED FOR
DOCKET 0842 AND 1158 HAVE
REQUESTED A DROVE WITHDRAW THE
PETITIONS AND THE CHAIR HEREBY
DOES GRANT THOSE WITHDRAWALS.
SO FOR THIS HEARING WE WILL MOVE
FORWARD WITH THE PRESENTATION
FOR DOCKET 1159 THE PETITION OF

ABOVE ALL TRANSPORTATION.
IF OUR REPRESENTATIVES WILL
PLEASE INTRODUCE YOURSELF
QUICKLY AND WE'LL HAND IT OVER
TO THE PETITIONER.
>> BRIAN McKINLEY, BTD.
>> LIEUTENANT TOMLY OF THE
BOSTON POLICE DEPARTMENT UNIT
DIVISION.
>> STEVE FROM ABOVE ALL
TRANSPORTATION.
>> DO YOU WANT TO MAKE AN
OPENING STATEMENT?
>> NOT AT THIS TIME.
>> LET'S JUST WALK THROUGH THE
REQUIREMENTS FOR THE PETITION
AND WE'LL GET INTO QUESTIONS
FROM THERE IN THE PACT THE
PETITIONER HAS PRESENT VID A
COPY OF THE NOTICE OF THE
HEARING PUBLISHED IN THE UP.
WE HAVE MAIL RESETS -- RECEIPTS
SENT TO THE MBTA.
IF YOU COULD POLICE EXPLAIN YOUR
BACKGROUND AND ANY EXPERIENCE IN
THIS AREA OF TRANSPORTATION.
>> I HAVE BEEN IN THE
TRANSPORTATION PRIVATE
TRANSPORTATION BUSINESS OVER 30
YEARS.
BOTH AS A GENERAL MANAGER AND
PRESENTLY WITH THIS COMPANY FOR
THE PAST 19 YEARS AS CHIEF
OPERATING OFFICER.
YOU CAN GIVE AN OVERVIEW OF THE
ROUTE AND WHAT YOU'RE TRYING TO
ACCOMPLISH.
>> WE WERE HIRED BY MASS
BIOLOGICS AT 460 WALKHILL STREET
TO GO DIRECTLY FROM THEIR
FACILITIES TO THE FOREST HILL T
STATION TO PICK UP THEIR
EMPLOYEE AND BRING THEM BACK
WHICH IS APPROXIMATELY 1.6
MILES.
IT'S OUT OF THEIR FACILITIES TO
WALKHILL STREET ALL THE WAY TO
THE END TO HYDE PARK AVE AND
TAKE A RIGHT ABOUT 400 FEET AND
A LEFT ONTO UKRAINE STREET.
147B -- 100 FEET TAKE A RIGHT ON
WASHINGTON FOR THE PUBLIC PICK
UP AREA AND TO NEW WASHINGTON
STREET ABOUT 100 FEET BACK ON TO

HYDE PARK AVE AND BACK TO
WALKHILL STREET.
>> DO YOU HAVE OTHER ROUTES
PRESENTLY WITH THIS SERVICE OR
YOUR COMPANY?
>> NO, WE DON'T.
WE'RE A FOR-HIRE-BASIS.
IT'S A PRIVATE COMPANY
CORPORATIONS HIRE US AND SAY
PICK ME UP AT THIS POINT AND
DROP ME OFF HERE.
THIS IS NEW TO US.
>> YOU RUN A FIXED ROUTE.
GOT IT.
AND HAVE YOU MET WITH A
REPRESENTATIVE OF THE BOSTON
TRANSPORTATION DEPARTMENT PRIOR
TO THIS.
>> I SPOKE WITH -- I APOLOGIZE,
GIVE ME ONE SECOND.
I WAS ASKED TO E-MAIL THE
INFORMATION.
I DID AT HIS REQUEST.
>> OKAY.
TO CLARIFY THE PICK UP AND
DROP-OFF LOCATIONS.
ONE END WILL BE ON PRIVATE
PROPERTY MASS BIOLOGIC AND THE
OTHER OUTSIDE FOREST HILL IN THE
TAXI ZONE?
>> NO, THERE'S A DESIGNATED
PASSENGER PICK UP AND DROP-OFF
AREA.
MONDAY THROUGH FRIDAY THERE'S 15
MINUTE AND WE'RE LIKE TWO
MINUTES.
IT'S A 15-MINUTE PARKING.
THERE'S A TURNOUT --
>> I GO THROUGH EVERY MORNING
BUT PLEASE EXPLAIN.
>> THERE'S PUBLIC PARKING.
SOMEBODY HAD THIS CONTRACT
BEFORE US AND THIS WAS THE ROUTE
SET UP FOR US BY MASS BIOLOGIC.
>> DO YOU HAVE WRITTEN
PERMISSION FROM THE MBTA.
>> I HAD SENT THE COPY OF
REQUEST TO MBTA FOR THIS.
MY UNDERSTANDING IS SPEAKING
WITH MASS BIOLOGIC WHERE THIS
WAS A PUBLIC -- A PICK-UP AND
DROP-OFF AREA.
>> GREAT.
BRIAN, WOULD YOU WEIGH IN AND

ANY FEEDBACK FROM THE
TRANSPORTATION DEPARTMENT ON THE
ROUTE OR ANYTHING?

>> NO, WE HAVE NO PROBLEM WITH
THIS REQUEST SO WE SUPPORT IT.

>> OKAY.

>> SO LET'S GO INTO -- WHY DON'T
WE GO INTO WHAT THE ROUTES ARE
AND I WANT TO HEAR ABOUT THE
PUBLIC SAFETY IMPLICATIONS AND
FEEDBACK.

HOW MANY ROUTES ARE YOU RUNNING?

>> IT STARTS AT THE FOREST
STATION AND EVERY HALF HOUR.
PICK UP AND 7:30, 8:00 A.M. AND
8:30 A.M. AND 9:30 AND BREAKS AT
STOPS AT 2:30, 3:30, 4:00, 4:30,
5:30, 6:00 AND 6:30.

THEY HAD ONE FOR LATE NIGHT
PERSONNEL AT 11:45 THAT WE WOULD
PICK UP AND PICK UP TO CATCH THE
LAST TRAIN OUT

THEY'RE DOING CONSTRUCTION THAT
LASTED FIVE DAYS.

WE'VE BEEN DOING IT NOW FOR TWO
MONTHS.

THEY'VE PUT THAT ON HOLD UNTIL
FURTHER NOTICE.

>> HOW MANY VEHICLES DOES THIS
INVOLVE?

>> JUST ONE.

WE HAVE ONE DEDICATED VEHICLE ON
THIS AT THIS TIME.

>> ARE THERE PLACE THE DRIVER
WOULD IDLE OR WAIT TO GET TO THE
PROPER TIME?

I ASKED MY CHAUFFEURS AND THEY
SAID THEY SPEND FOUR MINUTES
TOPS AT THE FOREST HILL T
STATION.

>> AND THE PASSENGERS -- IS EACH
PASSENGER PAYING THE COMPANY OR
PAYING YOUR SERVICE OR DOES PASS
BIOLOGIC PAY FOR THE WHOLE
THING.

>> IT'S A COURTESY SHUTTLE FOR
THE EMPLOYEES.

DO YOU HAVE FEEDBACK OR
QUESTIONS?

>> GOOD MORNING, COUNCILORS.
WE HAVE NO OPPOSITION TO THIS.
ONE THING BOSTON POLICE ARE
ALWAYS CONCERNED ABOUT IS THE
BACKGROUND CHECKS OF THE

DRIVERS.

I HAVEN'T HEARD MR. WARD MENTION BUT HOPEFULLY THAT'S SOMETHING THEY'VE ADDRESSING THAT THEY HAVE THOROUGH BACKGROUND CHECKS BUT BEYOND THAT THE PICKUP IS ON PRIVATE PROPERTY AND UNLIKE OTHER REQUESTS, WE'VE HAD OPPOSITION TO

>> I DON'T THINK THERE ARE 14 POTENTIALLY MAXIMUM 14 PASSENGERS WOULD ADD TO THE CONGESTION OF THE AREA OF FOREST HILL STATION UNLIKE OTHER HEARINGS WE'VE ATTENDED IN THE PAST WHERE WE HAD A CONCERN ABOUT THE CHANGE IN THE PEDESTRIAN TRAFFIC VOLUME.

I DON'T THINK THAT'S A CONSIDERATION IN THIS.

>> TWO THINGS FOR THE GENTLEMAN FROM ABOVE ALL TRANSPORTATION. IS THIS CONSIDERED A MINI BUS?

>> IT'S A HIGH-TOP VAN. AND AT OUR STATION I WOULD WONDER HOW MANY OTHER DESIGNATED SPOTS THERE ARE FOR SAME MOM AND DAD TO DO DROP-OFFS AND PICK-UPS IF WE HAD ONE SUCH BUS WE'RE OPENING UP TO THEM AND MANY MORE BUSES.

I THINK THE SPACE SHOULD BE QUESTIONED IN DOES THIS TAKE AWAY OR IS IT ALWAYS DESIGNATED FOR SOMETHING LIKE A MINI BUS TO DO THE DROP-OFFS AND PICK-UPS. THIS ONE BUS WILL GO FROM FORREST HILL STATION TO THE FACILITY AND TEASE A 15-MINUTE RIDE.

DO YOU KNOW HOW MANY EMPLOYEES YOU WOULD SERVE?

>> IT'S NOT SOMETHING WE'VE BEEN KEEPING TRACK OF.

I'VE ASKED EMPLOYEES HOW MANY THEY'RE TAKING.

MY UNDERSTANDING IS THEY'RE PICK UP SOMETIMES SIX, SOMETIMES SEVEN DEPENDING ON THE TIME OF DAY.

>> MY ONLY THOUGHT IS DO WE GET A MASS AT 8:00 WHERE THEY ALL SHOW UP AT 8:00 AND WE HAVE A LOT OF PEOPLE IN THE QUEUE AND

TAKING UP THE TIME AND HOPEFULLY THE EMPLOYEES COME IN INCREMENTS AND NOT ALL AT 8:00 OR 9:00 AND THE QUESTION OF A SECONDARY BUS. RIGHT NOW IT'S ONE BUT COULD THAT BE ELEVATED?

>> WE SPOKE WITH MASS BIOLOGIC ABOUT THIS AND ONE THING IS WE REALIZE IT'S A CONGESTED AREA AND DISCUSSED THAT AND ONE THING IS THAT THIS WAS THEIR SCHEDULE SET BY THEM AND IT BEING A BUSY T STATION WE COULDN'T JUST HANG THERE AND WAIT FOR PEOPLE TO GET OFF THE TRAIN.

SO THIS IS THE SCHEDULE. THE THING WAS WE WOULD PULL UP -- WAIT A MINUTE, THEY'RE EITHER THERE OR NOT.

>> THAT'S MY LAST PIECE, MADAME CHAIR, THE IDLE TIME IS TWO TO FOUR MINUTES.

HOPEFULLY WITHIN TWO MINUTES IT GETS EVERYONE ON THE BUS AND NOT IDLING FOR AN EXTENDED PERIOD OF TIME SO THE DRIVER DECIDES TO STAY TO 9:00.

>> AND TO ADDRESS -- I THOUGHT THAT WAS IN THE PACT, WE DO EXTENSIVE BACKGROUND CHECKS ON ALL OF OUR EMPLOYEES.

ONE THING WE ED -- INSTITUTED OUR DRIVERS TO HAVE MEDICAL CARDS BECAUSE WE THOUGHT IT WOULD COME TO TUITION.

EVERYBODY GETS A LICENSE BEFORE THEY'RE HIRED AND GO THROUGH INTENSIVE TRAINING AT OUR FACILITY.

WE DO DRUG AND ALCOHOL TESTING AND WE DO EXTENSIVE BACKGROUND CHECKS -- NATIONWIDE BACKGROUND CHECKS ON ALL OF OUR EMPLOYEES INCLUDING CORY.

>> JUST FOLLOWING UP ON A FEW POINTS.

SO HOW DO YOU RESPOND TO A PASSENGER SUGGESTION AND COMPLAINTS?

IS THERE A MECHANISM FOR THE EMPLOYEES TO DIRECTLY ADDRESS ISSUES WHETHER IT'S THE TIMING OF THE ROUTES OR OVERCROWDING OR ANYTHING LIKE THAT?

>> WHETHER IT BE WITH THIS OR WITH ANY OF OUR BUSINESSES, IF SOMEBODY BRINGS SOMETHING UP TO ONE OF OUR CHAUFFEURS OR TO MASS BIOLOGICS WE OBVIOUSLY ALWAYS ADDRESS SOMETHING LIKE THAT. IF MASS BIOLOGICS WANT TO CHANGE THE ROUTE IT'S SOMETHING WE'D ADDRESS WITH THEM. OBVIOUSLY THEY'RE OUR CLIENT. THEY GAVE US THE SCHEDULE AND TOLD US THIS IS THE SCHEDULE, THIS IS WHAT YOU'RE BIDDING ON. THEY'RE THE ONES THAT CAME TO US WITH IT.

>> AND TO NOTE THE LICENSE THE CITY COUNCIL WOULD APPROVE WOULD SET THE VEHICLE SO IF THERE'S CHANGES THEY'D HAVE TO COME BACK TO ADJUST --

>> MM-HMM.

>> OKAY.

SO THE EMPLOYEES THEMSELVES DON'T HAVE TO PAY THE COURTESY SHUTTLE.

HOW MUCH DOES MASS BIOLOGICS PAY A MONTHLY CONTRACT TO YOU. ARE YOU BOTH SATISFIED WITH THE AMOUNT?

>> I DON'T KNOW.

>> WHAT DO YOU MEAN YOU DON'T KNOW?

>> HOW MUCH MASS BIOLOGICS PAYS OUR COMPANY?

>> YES.

>> MY CEO KNOWS THAT AMOUNT.

I DON'T KNOW THAT AMOUNT.

I CAN GET THAT TO YOU.

>> IT'S A STANDARD TO GO THROUGH A FAIR PAYMENT SYSTEM.

>> THAT'S FINE.

I JUST HAVE NO IDEA.

>> YOU DESCRIBED IT AS HIGH-TOP VANS A MAXIMUM OF 14 PASSENGERS.

>> 15 WITH THE DRIVER.

>> GREAT.

AND ARE THE VEHICLES HANDICAP ACCESSIBLE?

MY COLLEAGUE HAS BEEN DOGGED ON THAT.

>> I HAVE A CONTRACT WITH A COMPANY IF I NEED HANDICAP ACCESSIBLE VANS, I HAVE A

CONTRACT WITH THEM IF I EVER
NEED IT.

>> DO YOU HAVE QUESTIONS ON THAT
FRONT, COUNCILOR?

>> THANK YOU, COUNCILOR WU.
I JUST HAVE TWO QUESTIONS -- SO
IF SOMEONE IS THERE AND HAS A
DISABILITY AND THE VAN IS NOT
ACCESSIBLE FOR THEM, WHAT WOULD
THE PROCESS BE?

>> WELL, AGAIN, THIS IS
SOMETHING HIRED BY A PRIVATE
COMPANY AS A COURTESY SHUTTLE TO
THEIR EMPLOYEES.

ANYTIME THAT WE'VE BEEN IN
BUSINESS WITH SOMEBODY THAT HAS
COME TO US AND ASKED US TO
SUPPLY SOMETHING AND HAVE ASKED
US FOR A HANDICAP ACCESSIBLE VAN
AND WE'VE HAD THAT IN SITUATIONS
WHERE WE REACHED OUT TO OTHER
COMPANIES TO HELP OURSELVES WITH
THAT, THIS COMPANY DIDN'T
REQUEST THAT SO IT WAS NEVER
BROUGHT UP OR AN ISSUE.

I WOULD ASSUME IF THEY HIRE
SOMEBODY HANDICAPPED AND THIS
BECOMES AN ISSUE EITHER A, WE
BUY ONE OR SUPPLEMENT IT WITH
DARVAL BOSTON COACH.

>> ON A TYPICAL DAY HOW MANY

PASSENGERS DO YOU PICK UP FROM
THIS SPOT?

>> I'D HAVE TO GET A COUNT FROM
MY CHAUFFEURS PEOPLE DON'T HAVE
A COUNT ON THAT.

I'D HAVE TO ASK MASS BIOLOGICS.
JUST FROM LISTENING TO MY
CHAUFFEURS I'M GOING TO SAY
ROUGHLY ABOUT 15 TO 20 PEOPLE IN
THE MORNING.

SAME ABOUT GOING BACK.

>> AND I KNOW YOU DO A THOROUGH
BACKGROUND CHECK ON DRIVERS
BEFORE THEY START WITH DRUG AND
ALCOHOL TESTING BUT DO YOU DO A
CHECK DURING THEIR PERIOD OF
EMPLOYMENT OR HAVE THE DRIVING
RECORD --

>> I HAVE IT SET UP WITH ONE OF
MY INSURANCE COMPANIES AND
THAT'S A PROCESS WE GO THROUGH.
WE SPEND AN AWFUL LOT OF MONEY

ON INSURANCE.

THAT'S ONE OF THE THINGS ON A QUARTERLY BASIS THEY HAVE TO RANDOMLY RUN OUR CHAUFFEURS. LET'S FACE IT, I NEVER KNOW IF THEY GET SPEEDING TICKETS OR IN ACCIDENTS WHEN THEY'RE NOT WORKING FOR ME THAT WOULD PULL DOWN DOWN THEIR RATING OR HAVE THEIR LICENSE TAKEN AWAY FOR WHATEVER REASON.

YES, MY INSURANCE COMPANY RUNS RANDOMLY MY CHAUFFEURS EVERY QUARTER TO SEE IF ANYBODY'S EITHER IN TROUBLE -- BECAUSE ON THE MERIT RATING SYSTEM WE ONLY HIRE CHAUFFEURS THAT ARE 0 TO 2 AND FOR PURE ECONOMIC REASONS BECAUSE THE INSURANCE IS HIGH SO I DON'T HIRE GUYS WITH 6s, 7s, 8s OR 9s BECAUSE MY INSURANCE GOES THROUGH THE ROOF SO I KEEP THEM 0 TO 2 SO I RUN THEM CONSTANTLY.

>> WHAT WOULD -- WITH THE LEGALIZATION OF MARIJUANA, WOULD DRIVERS BE ABLE TO TEST POSITIVE FOR MARIJUANA AND THEN CONTINUE

WORKING AS A DRIVER?

>> NOT FOR US, IT'S ALREADY COME UP.

>> HOW DID IT COME UP?

>> I DID A DRUG TEST AND IT CAME POSITIVE AND THEY SAID I HAVE A LICENSE AND I SAID YOU MAY HAVE A LICENSE BUT NOT TO WORK FOR ME.

I CAN'T TELL WHEN SOMEBODY SMOKED AND WHEN THEY DIDN'T.

I CAN'T TAKE -- ONE OF MY CLIENT'S SAFETY THEY SMOKED 12 HOURS AGO.

I JUST CAN'T DO THAT.

THE REASON I'M ASKING IS ON MY PREVIOUS JOB I WAS A PROBATION OFFICER AND FAMILIAR WITH DRUG TESTING BUT HOW OFTEN WOULD YOU GIVE RANDOM DRUG TESTING TO YOUR WORKERS?

>> SO WE USED TO DO WITH CDLS, YOU KNOW, THE BUS DRIVERS IS RANDOM AND IN A POOL.

I FOUND AND YOU HAPPEN TO

MENTION IT BECAUSE OF THIS
PROBLEM AND IT'S GOING TO BE
LEGALIZED HERE SOON AND IT'S A
BIG PROBLEM FOR ME.
IF IT'S LEGAL I'M WONDERING IF
I'M GOING TO BE TOLD I HAVE TO
LET THEM DRIVE.
THEY CAN LEGALLY SMOKE
MARIJUANA.
I THINK I'M GOING GET IN TROUBLE
HERE PRETTY SOON.
I'M ACTUALLY STEPPING UP MY
PROCESS.
WHEN I HIRE PEOPLE AND THE DRUG
TEST COMES BACK NEGATIVE AND I
KEEP AN EYE ON THEM ON THE
LEVELS, IF SOMEBODY'S A LITTLE
OUT OF WHACK, THEY GET PULLED
MORE OFTEN THAN SOMEBODY ELSE.
THERE'S A COST TO ME AND THE
COST OF DOING BUSINESS.
>> PROBABLY SOMETHING THE CITY
NEEDS TO LOOK AT WHEN MARIJUANA
BECOMES LEGAL NOT JUST IN THE
TRANSPORTATION FIELD BUT IN ALL
FIELDS, WHAT IS THE CRITERIA OF
SOMEONE TESTING POSITIVE.
ARE THEY STILL ABLE TO CONTINUE
IN THEIR PLACE OF EMPLOYMENT
ESPECIALLY IF THEY'RE HANDLING
HEAVY EQUIPMENT OR DRUG AND
DRIVING A VAN OR INTERACTING
WITH THE PUBLIC.
I THINK THERE HAS TO BE A CLEAR
SET OF GUIDELINES ON EXACTLY
WHAT PEOPLE CAN AND CAN'T DO.
>> I'M FLYING BLIND.
ONE OF THE GUYS I FLAGGED I SAID
I'M LOOKING AT YOU AND I SAID
YOU'RE GOING BACK TO RANDOM DRUG
TESTING AND I NEVER HEARD FROM
HIM AGAIN.
>> WELL, THANK YOU FOR TAKING MY
QUESTIONS.
>> NO PROBLEM.
>> THANK YOU, I JUST HAD ONE
MORE.
ONE I DID WANT TO NOTE THE LAST
REQUIREMENT ON HERE WAS THE
CERTIFICATE OF INCORPORATION
FROM THE SECRETARY OF STATE AND
WE HAVE BEEN PROVIDED A COPY OF
THAT.
AND FINALLY, IT JUST SAYS ON THE

SCHEDULE PAGE MMMS RESERVE THE
RIGHT TO SELECT THE SCHEDULE
THAT BEST MEETS ITS BUSINESS
REQUIREMENT AND NOT PROVIDE ON
HOLIDAYS -- WHAT IS UMMF.

>> UNITED -- I'M SORRY, HANG ON
ONE SECOND.

IT'S THE UNIVERSITY OF
MASSACHUSETTS -- SORRY, HANG ON
A SECOND.

UNIVERSITY OF MASS MEDICAL AND
SCIENCES.

IT'S MASS BIOLOGICS.

THE UNIVERSITY OF MASS.

>> TO CLARIFY ON THAT POINT
THOUGH, WHEN THE COUNCIL PUTS
THIS TO A VOTE IT WOULD CREATE A
SCHEDULE SO WE'D HAVE TO STRIKE
THAT LANGUAGE FROM THESE
DOCUMENTS BECAUSE THE SCHEDULE
WOULD HAVE TO COME BACK FOR A
HEARING IF THERE ARE CHANGES TO
THAT.

>> OKAY.

>> ANY OTHER QUESTIONS OR
FEEDBACK?

THANK YOU.

WE WERE NOT INFORMED OF ANYONE
WHO WISHED TO TESTIFY BUT IF
ANYONE DOES AT THIS TIME, PLEASE
PROCEED.

SEEING NO TAKERS, THANK YOU VERY
MUCH FOR YOUR TESTIMONY AND
PARTICIPATION.

THANK YOU VERY MUCH TO OUR
REPRESENTATIVES.

WE WILL LIKELY TAKE THIS UP AT
THE NEXT COUNCIL HEARING MEETING
WHICH I BELIEVE IS SEPTEMBER
12th. IN THE MEANTIME I WANTED TO
REACH OUT TO THE MBTA FOR THE
PICK-UP, DROP-OFF ZONE BE SHARED
AND I CAN SEE THAT BEING AN
ISSUE AS WELL BUT UNLIKELY TO
AFFECT WITH THIS PARTICULAR
APPLICATION.

CAPTAIN, DID YOU HAVE ANY OTHER
COMMENTS?

>> NO, THANK YOU.

>> THANK YOU VERY MUCH.

AT THIS TIME THE HEARING ON
DOCKET NUMBER 1159 PETITION OF
ABOVE ALL TRANSPORTATION FOR
LICENSE TO OPERATE MOTOR

VEHICLES FOR THE CARRIAGE OF
PASSENGERS FOR HIRE OVER CERTAIN
STREETS IN BOSTON IS ADJOURNED.