

;;;BCC 181126

>> GOOD AFTERNOON, I'M MARK CIOMMO, CHAIRMAN OF WAYS AND MEANS.

TODAY THE MONDAY, NOVEMBER 26.

WE ARE HERE REGARDING DOCKET 1621 ORDER THAT PURSUANT TO CHAPTER 40, SECTION 56.

THE RESIDENTIAL FACTOR IN THE CITY OF BOSTON FOR FY2019 SHALL BE THE MINIMUM RESIDENTIAL FACTOR AS DETERMINED BY THE COMMISSIONER OF REVENUE PURSUANT

TO M.G.L. CHAPTER 458, SECTION 1A AND BE IT FURTHER THAT PURSUANT TO CHAPTER 59, SECTION 5C, AS AMENDED, A RESIDENTIAL EXEMPTION IN THE AMOUNT OF VAL YOU EQUAL 35% OF THE AVERAGE ASSESSED VALUE OF CLASS ONE RESIDENTIAL PARCELS IN THE CITY OF BOSTON BE AND HEREBY IS APPROVED FOR FISCAL YEAR 2019.

I WELCOME TIM McCARTHY.

I WANT TO REMIND YOU THIS IS A PUBLIC HEARING BEING BROADCAST AND TAPED ON RCN CHANNEL 882, COME CAST 8, VIERPZ 1964 AND STREAMED AT BOSTON.gov BUSH CITY-COUNCIL-TV.

I ASK PEOPLE SILENCE THEIR ELECTRONIC DEVICES.

AT THE CONCLUSION OF THE ADMINISTRATION PRESENTATION AND QUESTIONS FROM THE COUNCIL, WE WILL HAVE PUBLIC TESTIMONY, THERE'S A SIGN-IN SHEET TO MY LEFT BY THE DOOR.

I ASK THAT YOU STATE YOUR NAME, RESIDENCE AND ANY AFFILIATION AND PLEASE MARK THE BOX IF YOU DO WISH TO TESTIFY.

AND WITH THAT, NOW I WILL TANNED HAND IT OVER TO YOU, JUSTIN.

HI, GAYLE.

>> HI, GAYLE WILLARD, COMMISSIONER OF ASSESSING, THANK YOU FOR INVITING US HERE TODAY. WE ARE HERE FOR CHEERING ON CLASSIFICATION AND THE

RESIDENTIAL EXEMPTION.

CURRENTLY WE ARE WORKING WITH THE MASS DEPARTMENT OF REVENUE TO COMPLETE THE PROCESS AND THE VALUES ARE BEING REVIEWED BY THE DEPARTMENT OF REVENUE.

PRIOR TO CERTIFICATION, THE CLARIFIES CASE FACTORS AND THE RESIDENTIAL EXEMPTION AMOUNT HAVE TO BE REVIEWED.

PURSUANT TO STATE LAW THE ASSESSING DEPARTMENT ASSIGNED EACH PROPERTY TO ITS RESPECTIVE STATE CLASS, RESIDENTIAL, COMMERCIAL, INDUSTRIAL AND PERSONAL PROPERTY.

ALL OF THESE PROPERTIES HAVE BEEN ASSESSED AT THEIR FULL AND FAIR CASH VALUES.

CITIES AND TOWNS IN THE IMELT THAT HAVE BEEN CERTIFIED BY THE COMMISSIONER OF REVENUE IS ASSESSING PROPERTY AT FULL AND FAIR VALUE MUST ASSESS THE TAX LEVY TO BE BORNE FOR THE NEXT YEAR, ALLOCATED BETWEEN RESIDENTIAL AND BUSINESS PROPERTIES USING THE CLASSIFICATION FORMULA PROVIDED IN STATE LAW.

THE MAXIMUM AMOUNT OF DISCOUNT AVAILABLE TO RESIDENTIAL PROPERTIES DETERMINED BY THE MINIMUM RESIDENTIAL FACTOR CALCULATED BY THE DEPARTMENT OF REVENUE.

THE DECISION WHETHER TO IMPLEMENT CLASSIFICATION IS A LOCAL OPTION.

IMPLEMENTING CLASSIFICATION IN BOSTON IS A CRITICAL ELEMENT TO KEEPING THE REXLE TAX BURDEN COMPETITIVE IN BOSTON COMPARED WITH OTHER CITIES.

BECAUSE OF CLASSIFICATION IN BOSTON, LAST YEAR, THE AVERAGE HOME OWNER SAVED MORE THAN \$2,000.

WE CERTAINLY HOPE THAT THE CITY COUNCIL WILL ACCEPT THE MINIMUM RESIDENTIAL FACTOR FOR 2019.

TURNING TO THE RESIDENTIAL EXEMPTION, I DO WANT TO BRING ATTENTION TO A HOME RULE

PETITION FOR BOSTON RESIDENTS
THAT BROADEN THE ELIGIBILITY FOR
NEW HOMEOWNERS THAT WAS
IMPLEMENTED THIS YEAR, BUT FIRST
I DO WANT TO TALK ABOUT THE
RESIDENTIAL EXEMPTION IN
GENERAL.

IT'S AVAILABLE TO HOMEOWNERS WHO
OWN AND OCCUPY THEIR HOME AS
THEIR PRINCIPAL RESIDENCE.

RESIDENTIAL EXEMPTION IS AN
ASSESSED DOLLAR AMOUNT VALUE
EXEMPT FROM TAXATION AND THE
ADOPTION FROM RESIDENTIAL
EXEMPTION SHIFTS THE TAX BURDEN
WITHIN THE RESIDENTIAL CLASS BUT
HAS NO EFFECT ON THE OTHER
CLASSES OF PROPERTY.

WITH THE PASSAGE OF THE
MUNICIPAL MODERNIZATION ACT,
CHANGE IN STATE LAW INCREASED
THE AMOUNT TO 35% OF THE AVERAGE
ASSESSED VALUE OF ALL CLASS ONE
RESIDENTIAL PARCELS.

THE CITY COUNCIL ALONG WITH THE
APPROVAL OF THE MAYOR HAS CHOSEN
THE MAXIMUM EXEMPTION ALLOWED BY
LAW IN EACH YEAR SINCE THE
EXEMPTION WAS MADE AVAILABLE IN
1983.

EXTENDING THE LIMIT ON THE
RESIDENTIAL EXEMPTION TO 35% OF
THE AVERAGE ASSESSED VALUE OF
ALL CLASS ONE RESIDENTIAL
PARCELS IS CONSISTENT WITH THE
CITY'S LONG-STANDING COMMITMENT
TO KEEPING TAXES AFFORDABLE FOR
HOMEOWNERS.

LAST YEAR, IN FISCAL 18, THE
RESIDENTIAL EXEMPTION SAVED
QUALIFIED BOSTON HOMEOWNERS
\$2,538.47 ON THEIR TAX BILL.

IN ADDITION, THE TAX BILL EX
ENDED THE THE ELIGIBILITY OF THE
RESIDENTIAL EXEMPTION THIS
SUMMER WHEN THE STATE
LEGISLATURE ENACTED THE HOME
RULE PETITION FOR BOSTON.

CHANGES TO CURRENT LAW OFFERED
BY CITY COUNCIL.

TAXPAYERS WHO NEWLY ACQUIRE POPS
BETWEEN JANUARY 1 AND JULY 1 CAN
POTENTIALLY RECEIVE A
RESIDENTIAL EXEMPTION FOR ITS

FISCAL YEAR BEGINNING ON JULY 1.
PRIOR TO THIS CHANGE, THE
DETERMINATION DATE FOR ALL A
RESIDENTIAL EXEMPTIONS WAS THE
JANUARY 1 PRECEDING START OF A
GIVEN YEAR.

PRELIMINARY COUNTS INDICATE 700
MORE RESIDENTIAL EXEMPTIONS WILL
BE GIVEN OUT IN FISCAL 19, THEN
IN FISCAL 18.

SINCE THERE'S NO NEW HOMEOWNERS
ELIGIBLE SINCE THIS CHANGE.

>> GREAT.

THANKS, GAYLE.

LET ME ALSO INTRODUCE MY GOOD
FRIEND FROM DOOR CHESTER,
COUNCILOR AT LARGE
ESSAIBI-GEORGE.

IT IS UP TO THE CITY COUNCIL TO
ACCEPT AND APPROVE THIS
CONTINUATION OF CLASSIFICATION
SO THAT THE RESIDENTS ASK CAN
AVAIL THEMSELVES OF THIS 35%.
AND I WOULD JUST SAY PRIOR TO
THE 35%, I THINK SO THE
RESIDENTIAL EXAMPLES WAS AROUND
\$1,900 AND CHANGE, SO IT WAS
BASICALLY A DOLLAR-FOR-DOLLAR
TAX CREDIT OF ALMOST
\$600 REALIZED THIS FISCAL YEAR
BY OUR RESIDENTIAL TAXPAYERS.
DO YOU HAVE ANY QUESTIONS?

>> NO, THANK YOU.

AT THIS TIME, WE'LL TAKE
PUBLIC TESTIMONY.

AND WE HAVE SAM TYLER FROM
PRESIDENT OF THE BOSTON
MUNICIPAL RESEARCH BUREAU.
GOOD AFTERNOON, SAM.

>> MR. CHAIRMAN, MEMBERS.

FOR THE RECORD, MY NAME IS SAM
TYLER, PRESIDENT OF THE BOSTON
MUNICIPAL RESEARCH BUREAU.
I GUESS I WOULD AGREE THAT, IN
THE PAST, THIS HAS BEEN A PRO
FORMA HEARING, ALTHOUGH I DON'T
THINK IT SHOULD BE, AND I'M
FRANKLY SURPRISED HOW FEW
COUNSELORS ARE HERE GIVEN THE
IMPORTANCE, BUT IT HAS BEEN PRO
FOREMANNA AND THE SAME RESULTS
EVERY YEAR.

BUT THIS IS AN IMPORTANT HEARING
IN TERMS OF HOW MUCH TAX BURDEN

DO YOU SHIFT FROM RINGS TOLL
BUSINESS AND WHAT'S THE OVERALL
IMPACT.

IN PAST YEARS, QUINCY CITY
COUNCIL MEETING WHERE THIS IS A
LONG FOUGHT-OUT DISCUSSION AS TO
HOW MUCH AND WHAT THE IMPACT
TOWN IN TERMS OF ENDARNELLING
NEW DEVELOPMENT TO COME TO
QUINZY.

I WOULD COMPLIMENT THE
INFORMATION THE COMMISSIONER
PROVIDED BECAUSE IT'S IMPORTANT
TO HEAR AS PAUL HARVEY USED TO
SAY THE OTHER SIDE OV THE
STORY --

>> THE REST OF THE STORY.

-- AND THAT'S MORE THE
BUSINESS SIDE.

THIS IS ALL FISCAL 18
INFORMATION, BUT THE FISCAL
VALUE FOR RESIDENTIAL PROPERTY
REPRESENTED ABOUT 65% OF THE
TOTAL VALUE.

AND, SO, BUSINESS PROPERTY
REPRESENTED ABOUT 35%.

BUT, OF THE 65% OF VALUE,
BECAUSE OF CLASSIFICATION,
RESIDENTIAL OWNERS BASICALLY
PAID 38% OF THE TAX LEVY.

BUSINESS THAT VALUES AT 35%
ENDED UP PAYING ALMOST 62% OF
THE TAX LEVY.

AND THE TAX RATE REFLECTS THAT
IN THE SENSE THAT THE BUSINESS
TAX RATE IS MORE THAN TWICE THE
AMOUNT OF RESIDENTIAL.

SO FOR FISCAL 18, THAT WAS
\$15 COMPARED TO TEN DOLLARS.
SO TO SHOW THE IMPACT OF THAT,
IF YOU HAD A BUSINESS PROPERTY
THAT WAS VALUED AT \$700,000 AND
A RESIDENTIAL PROPERTY VALUED AT
\$700,000, THE RESIDENTIAL TAX
BILL WOULD BE ABOUT \$7,300.
THE BUSINESS TAX BILL WOULD BE
ABOUT \$17,600.

SO THAT GOES THROUGHOUT THE
WHOLE, YOU KNOW, PROPERTY IN
TERMS OF THE NUMBER OF
COMMERCIAL PROPERTY OR BUSINESS
PROPERTY VERSUS

BUSINESS/RESIDENTIAL.

SO I THINK AS THE COMMISSIONER

SAID, UNDER CLASSIFICATION, YOU CAN BASICALLY TAX A BUSINESS PROPERTY UP TO 175% OF WHAT ITS TAX WOULD BE IF THERE WERE NO CLASSIFICATION.

AS LONG AS THE RESIDENTIAL SHARE IS NOT LESS THAN 50%.

AND FOR ALL THESE YEARS, YOU KNOW, THE CITY HAS APPLIED THE FULL CLASSIFICATION.

I THINK ANOTHER -- AND JUST TO SHOW, THE HOME OWNER BENEFIT TO THIS IN FISCAL 18 WOULD BE A LITTLE MORE PRECISE AS IT WAS \$2,193 FOR A SINGLE FAMILY HOME.

IT WAS DIFFERENT AND A LITTLE BIT MORE FOR A CONDOMINIUM.

FOR TWO-FAMILY HOUSE IT WAS ABOUT \$2,300, \$2,400.

FOR A THREE-FAMILY, IT WAS ABOUT \$2,700.

AND, SO, THAT'S THE IMPACT.

THE OVERALL TAX SHIFT, IF -- IF IT WERE JUST A SINGLE TAX RATE AND SAME VALUES FOR FISCAL 18, \$583 MILLION OF TAX BURDEN WOULD SHIFT FROM BUSINESS TO RESIDENTIAL.

THAT'S THE EXTENT THAT BUSINESS IS PICKING UP THE TAX BURDEN AS A RESULT OF CLASSIFICATION.

I THINK THE OTHER WAY OF SHOWING THAT, A NEW GROWTH, AND THIS IS ANOTHER BENEFIT OF BUSINESS PROPERTY, IN FISCAL 18, TOTAL NEW GROWTH WAS ABOUT

\$76 MILLION, AND BOSTON HAS BEEN VERY FORTUNATE TO HAVE NEW GROWTH BOTH ON THE RESIDENTIAL AND BUSINESS SIDE TO PROVIDE ADDITIONAL REVENUE FOR SERVICES.

BUSINESSES PAID 65% -- I MEAN WAS RESPONSIBLE FOR 65% OF THE TOTE NULL GROWTH.

I THINK IF YOU WERE TO COMPARE BOSTON WITH OTHER COMMUNITIES CONTIGUOUS TO BOSTON, ABOUT -- OF ABOUT 22 COMMUNITIES, BOSTON INCLUDED, BOSTON HAS THE SECOND LOWEST SINGLE FAMILY TAX BILL AT \$3,324.

ANY OF THE OTHER -- MOST TO HAVE THE OTHER COMMUNITIES -- MOST OF THE OTHER COMMUNITIES AROUND

BOSTON, ALL OF THEM EXCEPT FOR CHESLEY, HAVE HIGHER.

IN BROOKLINE IT'S ABOUT \$16,000, THE TOWN NEXT TO BOSTON. BUSINESSES ARE ALSO PAYING MORE IN TERMS OF LINKAGE, INCLUSIONARY DEVELOPMENT, THE COMMUNITY PRESERVATION ACT SURCHARGE, BUSINESSES PAYING 62%.

AND THEN THE OTHER -- THE BENEFIT OF ALL THIS TO HOMEOWNERS IS THAT PROPERTY TAXES FROM COMMERCIAL PROPERTIES IN THE DOWNTOWN CORE, SO BACK BAY, DOWNTOWN AND SEAPORT DISTRICT BASICALLY IS SOUNDS DIEING CITY SERVICES PROVIDED TO THEIR NEIGHBORHOOD.

SO THERE'S A REAL VALUE FOR THE RESIDENTS OF BOSTON TO HAVE A STRONG, ROBUST BUSINESS COMMUNITY WITH NEW DEVELOPMENT.

AND, SO, I THINK THIS IS A TIME WHERE, RATHER THAN JUST MAKE THIS A PROFORMA HEARING, THAT THE COUNCIL OUGHT TO CONSIDER SHIFTING BACK AND NOT GOING TO A FULL 100% CLASSIFICATION AND ENCOURAGE MORE DEVELOPMENT TO COME TO BOSTON.

THERE ARE PLENTY OF EXAMPLES OF BUSINESSES IN BOSTON THAT HAVE SORT OF MOVED THEIR BACK OFFICE SPACE TO THE SUBURBS OR EVEN ANOTHER STATE BECAUSE OF THE HIGH TAXES.

SO I'LL JUST THROW THAT ON THE TABLE.

I KNOW IT'S NOT GOING TO GO ANYWHERE, BUT I THINK THERE OUGHT TO BE A RECOGNITION FOR THE FACT THAT, YOU KNOW, BUSINESSES IN BOSTON ARE PAYING A VERY HIGH PORTION OF THE PROPERTY TAXES, AND THERE OUGHT TO BE SOME CONSIDERATION OF THAT IN TERMS OF MAYBE ADJUSTMENTS AT SOME POINT IN TIME.

IN TERMS OF THE RESIDENTIAL EXEMPTION, I MEAN, THAT'S BASICALLY BEEN DESCRIBED AS A TAX BREAK FOR HOMEOWNERS WHO OCCUPY THEIR PROPERTY AS THEIR

PRINCIPAL RESIDENCE, AND BOSTON HAS ADOPTED THE 35%, SO LAST YEAR, AS THE COMMISSIONER HAD STATED, STATUS A TAX BREAK OF \$2,538.

THAT ALSO MEANS -- OR TRANSLATES INTO PROPERTY TAX VALUE OF \$242,000 TAKEN OFF THE VALUE OF THE HOME OWNER'S PROPERTY.

SO A CONSIDERABLE BENEFIT.

THE OVERALL TAX EXEMPTION IS ABOUT \$192 MILLION.

THAT REDUCTION, AS THE COMMISSIONER NOTED, DOES NOT AFFECT ADDING MORE BURDEN TO THE BUSINESS TAXES.

I MEAN, IT BASICALLY IS DEALT WITHIN THE RESIDENTIAL PROPERTY IN THAT THE TAX RATE IS INCREASED TO MAINTAIN THE RESIDENTIAL LEVY IS PAYING WHAT IT SHOULD, OR PROPERTIES ARE PAID.

SO THAT MEANS THE DIFFERENTIAL IS SHIFTED TO HIGHER VALUED HOMES, APARTMENT BUILDINGS AND HOUSING PROPERTIES WHERE THE OWNER IS NOT LIVING AT THAT PROPERTY.

AND I THINK IT'S -- OPEN THE PART OF THE CITY AND THE ASSESSING DEPARTMENT TO MAKE SURE ALL ELIGIBLE HOMEOWNERS TAKE ADVANTAGE OF THAT, I THINK IT'S SOMETHING LIKE 85% OF ALL SINGLE-FAMILY HOMEOWNERS ARE TAKING ADVANTAGE OF THE EXEMPTION.

SO IF YOU ADD THE CLASSIFICATION BENEFIT OF \$2,193, THE RESIDENTIAL EXEMPTION OF 2538, THERE'S AN OVERALL TAX BENEFIT FOR, YOU KNOW, THOSE WHO LIVED IN THEIR HOMES OF \$4,700.

AND, OBVIOUSLY, A HUGE BENEFIT. BUT, YOU KNOW, AT A PRICE IN TERMS OF BUSINESS AND, YOU KNOW, THE OPPORTUNITY TO MAYBE EVEN PROVIDE -- YOU KNOW, BRING MORE BUSINESS IN OR HAVE, YOU KNOW -- IN TERMS OF THE HIGH TAXES.

SO WE KNOW HOW THIS IS GOING TO END, BUT I THINK IT'S THE ONE CHANCE THAT I HAVE TO TALK ABOUT

THE BENEFITS OF THE BUSINESS PROPERTY, PARTICULARLY FOR A CITY THAT IS SO DEPENDENT ON THE PROPERTY TAX FOR OVER 70% OF ITS TOTAL REVENUE.

>> AND I THINK, TO THAT POINT, SAM, WE ARE TOTALLY RELIANT ON PROPERTY TAXES AND TO GIVE OUR RESIDENTS THAT KIND OF BREAK IS REALLY NECESSARY FOR US.

AND I WOULD ALSO SAY, WITH THE DEVELOPMENT, GOD HELP US IF WE ATTRACT MORE DEVELOPMENT BECAUSE IT'S REALLY -- A LOT OF THE NEIGHBORHOODS WANT MORATORIUMS AT THIS POINT.

BUT I WOULD ALSO SAY A LOT OF DEVELOPERS GET SUBSTANTIAL VARIANCES TO BUILD WHAT THEY BUILD AND REAP THE BENEFITS AND THE PROFITS FROM THAT.

SO I THINK WE'RE BEING FAIR.

THAT'S ALL I'M GOING TO SAY.

I THINK IT'S A FAIR WAY TO LOOK AT THIS, AND THE WISDOM BACK IN 1978, I THINK, IS STILL HERE TODAY.

SO -- BUT I THANK YOU.

I WANT TO ALSO RECOGNIZE WE HAVE BEEN JOINED BY MY FRIEND FROM SOUTH BOSTON COUNCILLOR ED FLYNN AND A I WANT TO RECOGNIZE COUNCILLOR ANNISSA ESSAIBI-GEORGE.

>> DO WE GIVE EXEMPTION TO THOSE ALREADY GIVING IN THEIR HOME?

>> NO, WE REMOVE THE EXEMPTION GOING FORWARD BUT CAN'T GO BACK.

>> WHY IS THAT NOT ALLOWED?

IT WOULD HAVE TO BE A CHANGE TO STATE LAW.

THE ONLY STATE THAT I KNOW OF THAT DOES THAT IS FLORIDA, AND AS TO THEIR HOMESTEAD EXEMPTIONS THAT THEY CAN GO BACK AND RECOLLECT THAT MONEY THAT WAS GIVEN OUT FOR THEIR HOMESTEAD EXEMPGS, BUT THAT IS NOT ALLOWED UNDER MASSACHUSETTS LAW.

>> IS THERE ANY PROCESS TO AUDIT?

WHAT'S THAT PROCESS?

>> EVERY YEAR WE RUN AUDITS.

SOMETIMES WE FEET PHONE CALLS

PEOPLE GET AUDITED.

SOMETIMES WE RUN NAMES THROUGH DATABASES, CHECK WHERE PEOPLE HAVE CARS REGISTERED, WHETHER THEY'RE REGISTERED TO VOTE. SO THAT AUDIT PROCESS IS GOING ON EVERY YEAR.

WE SEND OUT A FEW THOUSAND THAT RIDE TO THE TOP OF MAKING US BELIEVE PEOPLE DO NOT LIVE THERE.

THE POSTMORTEM PROCESS HAS BEEN ABOUT 90% OF THE ONCE THAT WE SUSPECT ARE OCCUPIED -- OR ARE NOT OCCUPIED BY PEOPLE TRULY ARE NOT AND THEY DID NOT RETURN THE FORM THAT WE SEND FOR THE RESIDENTIAL EXEMPTION.

>> IS THERE ANY -- HAVE WE QUANTITY FIDE THE AMOUNT THAT WE LEAVE ON THE TABLE IN THAT TIME THAT'S LAPSED BETWEEN WHEN THEY'VE QUALIFIED FOR THE RESIDENTIAL EXEMPTION AND WHEN WE TAKE THEM -- WHEN WE TAKE THE EXEMPTION AWAY?

>> NO.

HOW MUCH REVENUE WE'RE LEAVING ON THE TABLE ARE WE GIVING AWAY THROUGH FRAUD?

>> IT WOULD BE THE RESIDENTIAL EXEMPTION TIMES THE NUMBER WE REMOVED, BUT IT'S ALSO A QUESTION OF WHEN THEY DIDN'T LIVE THERE OR WHAT POINT MAYBE THEY LIVED THERE AND THEY MOVED OUT AND THEY RENTED IT.

SO IT'S A QUESTION OF WHEN THEY WERE THERE AND WHEN THEY DIDN'T. I WOULD SAY THE PEOPLE WHO NEVER LIVED THERE WILL LEAST LIKELY TO GET THE RESIDENTIAL EXEMPTION. IT'S WHAT WE AUDIT WHERE PEOPLE LIVED THERE A SHORT PERIOD OF TIME AND ARE NOW RENTING IT.

>> THANK YOU.

COUNCILLOR FLYNN.

THANK YOU, COUNCILLOR CIOMMO. COMMISSIONER, I HAD A COUPLE OF QUESTIONS ON THE EXEMPTION FOR DISABLED VETERANS.

I KNOW IT'S AN EXCELLENT PROGRAM.

A LOT OF VETERANS USE IT.

COULD YOU GIVE US BACKGROUND INFORMATION ON THE PROGRAM ITSELF, WHAT ARE THE RENNE BENN FITS, THE RESULTS, ANY NUMBERS THAT YOU MIGHT HAVE FOR US?

>> I DO HAVE NUMBERS.

WE HAVE BEEN LOOKING AT IT BECAUSE I KNOW THERE IS HOME RULE PETITION THAT'S BEING CONSIDERED.

I DIDN'T BRING THAT WITH ME. IRK GET THAT TO YOU BECAUSE WE HAVE BEEN ANALYZING WHO APPLIES FOR IT, HOW MANY ARE GIVEN OUT, WHAT ARE THE AMOUNTS AS PART OF THE CONSIDERATION FOR THAT, BUT FOR THE VETERANS EXEMPTION -- LET'S SEE IF I'VE GOT IT -- I'M SORRY, I DON'T THINK I BROUGHT ANY OF THE PERSONAL EXEMPTION INFORMATION WITH ME.

SO FOR THE VETERANS EXEMPTION, THERE ARE DIFFERENT CATEGORIES. IT DEPENDS ON THE AMOUNT OF DISABILITY.

THESE ARE LETTERS THAT ASSESSING RECEIVES DIRECTLY FROM THE VETERANS ASSOCIATION THAT ARE TIED TO THAT PERCENT OF DISABILITY AND THAT DETERMINES THE AMOUNT FOR EACH OF THE EXEMPTIONS.

I BELIEVE THERE ARE FIVE CLASSES, A, B, C, D, E FOR THE VETERANS EXEMPTION, SO IT DEPENDS ON THE LEVEL OF DISABILITY, WHAT THE AMOUNT WOULD BE BACK OFF THE TAX BILL AS PART OF THE EXEMPTION.

>> DO WE CORD FATE OR DOES YOUR OFFICE COORDINATE WITH ENRINGS STERLING'S OFFICE IN COMPARING WHO IS A VETERAN AND WHO MIGHT BE ELIGIBLE FOR THE EXEMPTION?

>> NO, WE HAVE NOT.

I THINK THAT PART OF THE PROBLEM IS WE DON'T -- WE TRACK OWNERSHIP BUT WE DON'T NECESSARILY TRACK VETERANS, SHORT OF IF THEY HAVE APPLIED IN THE PAST.

WE WOULDN'T NECESSARILY KNOW WHICH PROPERTIES HAVE A VETERAN LIVING IN THEM.

I THINK THAT WOULD BE AN INTERESTING I THINK THE TO TACKLE WITH THE COMMISSIONER AND KIND OF TAKE A LOOK AT THAT, IF THEY HAVE INFORMATION ABOUT WHERE VETERANS LIVE WITHIN THE CITY AND WHO IS AN OWNER.

>> ONE TO HAVE THE PROGRAMS THEY DO RUN OPERATION THANK, AND THE MAYOR HAS BEEN TO THAT PROGRAM MANY TIMES, I HAVE BEEN THERE MANY TIMES, BUT BASICALLY IT'S A LIST OF VETERANS IN A CERTAIN AREA.

SO WIN MONTH WE MIGHT DO DORCHESTER, THE NEXT MONTH MAYBE EAST BOSTON, BUT COMMISSIONER STERLING AND A BUNCH OF VOLUNTEERS HAS A LIST OF VETERANS IN THE NEIGHBORHOOD, AND THEY KNOCK ON THEIR DOOR AND WELCOME THEM HOME, THANK THEM FOR THEIR SERVICE, BUT THEY ALSO PROVIDE TO THEM A KIND OF A LIST OF SERVICES THAT THEY'RE AVAILABLE OR ELIGIBLE FOR.

COULD WE COMMUNICATE WITH COMMISSIONER STERLING AND ASK THAT EXEMPTION INFORMATION WOULD BE PART OF THAT PACKAGE?

>> YEAH, I THINK THAT'S A GREAT IDEA.

I DIDN'T REALIZE THAT THEY WERE DOING THESE KIND OF A WELCOME HOME EVENT.

IT'S INTERESTING AND CERTAINLY OPENS UP A LOT OF POSSIBILITIES AND OVERLAPPING OUR INFORMATION WITH THEIRS.

>> I THINK IT WOULD BE HELPFUL TO A LOT OF VETERANS.

IF THEY'RE LIVING IN BIG HOUSES, A LOT OF THEM ARE STRUGGLING TO PAY THEIR TAX BILL, BUT KNOWING THERE IS AN OPPORTUNITY FOR THEM TO GET A BREAK ON THEIR PROPERTY TAX BECAUSE OF THEIR SERVICE TO OUR COUNTRY, IT WOULD BE A GREAT THING FOR US TO TAKE A LOOK AT.

I CAN REACH OUT TO COMMISSIONER STERLING TODAY, AND I'LL LET HER KNOW ABOUT OUR CONVERSATION AND I'LL ASK HER IF WE CAN MAYBE HAVE A MEETING OVER THE NEXT

MONTH OR SO.

>> YEAH, NO, I WOULD BE VERY OPEN TO THAT.

I THINK THAT'S A GREAT IDEA.

>> ONE MORE QUESTION.

SURE.

I KNOW YOU MENTIONED SOME BUSINESSES IN BOSTON ARE CONCERNED ABOUT THE HIGH PROPERTY TAX IN THAT THEY COULD POSSIBLY LEAVE BOSTON BECAUSE OF THAT.

IS THERE ANY -- IS THAT A COMMON BELIEF OF BUSINESSES THAT THE TAXES ARE TOO HIGH AND, YOU KNOW, IF THEY CONTINUE TO ESCALATE, THEY COULD BE MOVING OUT?

>> I DIDN'T SAY THEY WOULD BE MOVING OUT.

I THINK THERE ARE EXAMPLES OF BUSINESSES THAT ARE EXPANDING OUTSIDE OF BOSTON.

THEIR HEADQUARTERS ARE HERE OR THEIR MAIN OFFICE IS STILL IN BOSTON, BUT SOME OF THEIR BACK OFFICE SPACE WORK MAY BE LOCATING OUTSIDE TO HAVE THE CITY AS OPPOSED TO BEING IN THE CITY, AND TAXES ARE A -- AND TAXES ARE A FACTOR.

I CAN'T SAY THAT'S WITH ONE REASON THEY ARE DOING THAT, BUT IT IS A FACTOR.

SO THE EXAMPLE OF, YOU KNOW, THE \$700,000 VALUED PROPERTY AND DIFFERENCE MANY TAXES IS SORT OF AN INDICATION OF THAT DIFFERENTIAL.

SO, I MEAN, OBVIOUSLY, AS THE CHAIR INDICATED, DEVELOPMENT IS STILL ROBUST IN THE CITY.

WE'RE ALL WONDERING HOW LONGER, BUT ROBUST NOW AND INTO THE NEAR FUTURE.

IT'S NOT AS IF ALL BUSINESSES ARE, YOU KNOW, EXPANDING IN THE CITY, IF THEY HAVE AN OPPORTUNITY TO EXPAND OUTSIDE AND REDUCE THEIR TAXES BUT STILL MAINTAIN A PRESENCE IN THE CITY.

>> WHAT OTHER REASONS COULD THERE BE THAT BUSINESSES MIGHT CONSIDER MOVING OUT OF BOSTON

BESIDES TAXES?

>> WELL, I SUPPOSE IT DEPENDS ON THE BUSINESS.

OBVIOUSLY, TRANSPORTATION IS AN ISSUE, HOUSING IS AN ISSUE.

IT'S A REGIONAL PROBLEM, NOT JUST A BOSTON PROBLEM, BUT IF IT'S EASIER TO GET ALL YOUR EMPLOYEES TO A CENTRAL LOCATION OUTSIDE OF BOSTON, THAT WOULD BE A CONSIDERATION.

>> I THINK ALSO THAT JUST THE CHANGE IN THE NATURE OF WORK, WHAT WE'RE SAYING IS THAT OFFICES DON'T NEED A SEAT FOR EVERY EMPLOYEE ANYMORE. THEY HAVE ROTATING DESKS. OR YOU DON'T ACTUALLY HAVE A DESK AND YOU'RE WORKING AT HOME SOMS DAYS AND IN YOUR OFFICE SOME DAYS.

SO WHAT WE'RE SEEING IS THE SQUARE FOOTAGE IS BECOMING SMALLER.

I'M CONCERNED ABOUT HOW WE MOVE FORWARD IN AN ENVIRONMENT WHERE WE DON'T NEED THAT AMOUNT OF SPACE OR PEOPLE CAN WORK FROM THEIR HOMES NOW, AND WHAT DOES THAT MEAN TO RENTS AND TO TAXES AND TO BUYING OFFICE BUILDINGS.

>> ARE THERE COMPANIES THAT GIVE THE CITY OR STATE GAVE TAX BREAKS TO COME HERE THAT NOW WE'RE USING THAT SAME SYSTEM OF, YOU KNOW, WORKING FROM HOME AND ALLEVIATING THE TAX BREAK BECAUSE WE'RE BRINGING IN X-THOUSANDS OF EMPLOYEES AND BECAUSE OF VARIOUS REASONS THOSE EMPLOYEES CAN WORK FROM HOME TWO DAYS A WEEK, DOES THAT HAVE ANY ECONOMIC IMPACT AND SHOULD WE BE GIVING COMPANIES THOSE TAX BREAKS THAT ARE ALLOWING THEIR PEOPLE TO WORK OUTSIDE OF THAT SPECIFIC AREA?

>> I THINK THAT THIS COULD PROBABLY BE MORE ADDRESSED ON THURSDAY.

BUT I WOULD SAY A LOT OF TIMES IT'S ABOUT THE JOBS.

IF IT'S ABOUT THE JOBS AND THE JOBS ARE STILL THERE, EMPLOYEES

ARE STILL LOCATED AT THOSE HEADQUARTERS EVEN IF THEY DON'T GO IN FIVE DAYS A WEEK, I WOULD FEEL THAT MEETS THE REQUIREMENTS OF THE JOBS.

I THINK IT DEPENDS ON HOW THE AGREEMENTS ARE WRITTEN.

I THINK FOR GENERAL ELECTRIC, THAT'S SPECIFICALLY ONE THAT'S GOTTEN A LOT OF ATTENTION ABOUT THE JOBS, AND THAT IS ONE THAT THEY WOULD NOT GET THE MONEY IF THE JOBS ARE NOT LOCATED AT THAT LOCATION, BUT THAT IS KIND OF A FUTURE TO THE CONTRACT OF, YOU KNOW, DEPENDING ON WHAT HAPPENS WITH THE HEADQUARTERS AND IF THEY COULD GET THE NUMBER OF JOBS IN THE EXISTING BUILDING THEY'RE CURRENTLY RENOVATING NOW.

>> THANK YOU FOR TAKING MY QUESTIONS.

>> I WANT TO RECOGNIZE WE HAVE BEEN JOINED BY DISTRICT CITY COUNCILLOR FRANK BAKER.

ANY MORE QUESTIONS?

THANK YOU VERY MUCH FOR YOUR TESTIMONY.

DOCKET 1612 WILL STAND ADJOURNED.

(GAVEL POUNDING)

>> GOOD AFTERNOON, I'M MARK CIOMMO, CHAIRMAN OF WAYS AND MEANS, DISTRICT 9 CITY COUNCILLOR.

TODAY IS MONDAY NOVEMBER 6, WE'RE HERE REGARDING DOCKET 1612, WHICH I INADVERTENTLY AJOINED LAST YEAR AGO.

THE LAST YEAR AGO WAS 1621 WE AJOINED.

DOCKET 1612, MESSAGE AND ORDER FOR YOUR APPROVAL, ASKING BOSTON TO APPROPRIATE MON 6 MILLION -- TAKE TWO.

SORRY.

TAKING THESE GENTLEMEN OUT OF ORDER IS DOCKET 1614, MESSAGE AND ORDER FOR YOUR APPROVAL, A DECLARATION OF TRUST ENTITLED THE MAKE BOSTON SHINE TRUST FUND.

THIS TRUST WILL FURTHER PROMOTE

THE PUBLIC HEALTH, SAFETY,
CONVENIENCE AND WELFARE BY
ENCOURAGING CIVIC ENGAGEMENT,
UNITY AND SENSE OF NEIGHBORHOOD
PRIDE AND OWNERSHIP BY
SUPPORTING RESIDENTS AND
COMMUNITY GROUP IN SERVICE
PROJECTS TO BEAUTIFY.

THIS IS A PUBLIC HEARING BROS.
CAST ON COMCAST, RCM, VERIZON
AND TREATMENT AT
BOSTON.gov/CITY COUNCIL-TV.
SILENCE YOUR DEVICES.

WE WILL TAKE PUBLIC TESTIMONY AT
THE CONCLUSION.

THERE IS A SIGN-IN SHEET TO MY
LEFT BY THE DOOR.

I ASK THAT YOU DECLARE YOUR NAME
AND YOUR AFFILIATION, ADDRESS
AND CHECK THE BOX IF YOU WISH
WISH TO TESTIFY.

AGAIN, WE ARE HERE WITH MY
COLLEAGUES TO MY IMMEDIATE LEFT,
COUNCILLOR TIM McCARTHY, TO MY
RIGHT ANNISSA ESSAIBI-GEORGE, TO
MY LEFT ED FLYNN AND FRANK
BAKER.

I WOULD LIKE TO WELCOME JEROME
SMITH AND DREW.

TAKE IT AWAY.

>> THANK YOU VERY MUCH,
GENTLEMEN AND COUNCILLORS.

I AM DREW SMITH, HEAD OF
TREASURY FOR THE CITY OF BOSTON.
IN THAT CAPACITY, I SERVE AS
HEAD OF THE CITY'S TRUST
DIVISION WHICH IS A DIVISION
WITHIN TREASURY.

THE TRUST BEFORE YOU FOR
REQUESTED ACCEPTANCE TODAY IS
THE MAKE BOSTON SHINE TRUST
FUND.

I WOULD LIKE TO QUICKLY PROVIDE
A BIT OF INFORMATION ON GENERAL
STRUCTURE OF THE TRUST AND TURN
IT OVER TO CHIEF SMITH TO
DISCUSS PURPOSE AND EXPECTED USE
OF THE TRUST.

SO WE'RE NOT BREAKING NEW GROUND
HERE.

THIS TRUST LOOKS QUITE SIMILAR
TO A NUMBER THAT WE ALREADY
HAVE.

THE TRUST WILL BE COMPRISED OF

FIVE MEMBERS, ALL APPOINTED BY THE MAYOR, AND EACH HAVING TWO-YEAR TERMS.

THE COLLECTOR-TREASURER WILL NOT SERVE AS THE TRUSTEE, BUT SIMPLY THE TRUST MANAGER, MANAGING INVESTMENT, SUCH AS IT IS, TAX FILINGS AND DISTRIBUTIONS IN ACCORDANCE WITH THE TERMS OF THE TRUST AND BOARD VOTES.

VATS ALSO SOMETHING WE HAVE TO LOOK AT, OF COURSE.

THE TRUST WILL NOT BE INVESTED TO ACT AS A TYPE OF ENDOWMENT, WHICH SOME OF OUR TRUSTS ARE, TO WHERE THEY'RE TO BE HELD IN PERPETUITY.

RATHER IT WILL BE INVESTED IN VARIOUS MONEY MARKETS OR BANK DEPOSITS, SO EVENTUALLY A DOLLAR IN, A DOLLAR OUT.

SO ASIDE FROM THAT, THERE'S NOT MUCH TO SAY ABOUT THE TRUST. MOST OF THE LANGUAGE IS THE SAME AS PHI OTHER.

IT WILL MAINTAIN ITS OWN TAX I.D. NUMBER.

IT WILL BE OPERATED AS 501C3. THE TRUST MANAGER, IN ADDITION TO HANDLING ALL THE DISTRIBUTIONS, WILL ALSO HANDLE ALL THE TAX FILINGS AND IN COMPLIANCE WITH ANY I.R.S. REGULATION.

I AM HAPPY TO ANSWER ANY QUESTION YOU MIGHT HAVE ABOUT THE STRUCTURE.

>> WILL YOU BE THE TRUST DIRECTOR?

>> YES.

I ACT IN CHIEF HANDY'S STEAD.

>> WHERE DO YOU ANTICIPATE SOME TO HAVE DONATIONS TO COME FROM? I KNOW HOME DEPOT HAS BEEN A BIG SUPPORTER OF BOSTON SHINES.

>> IT'S A GOOD QUESTION.

I WILL PROBABLY TURN IT TO CHIEF SMITH, HE'S A BIT CLOSER TO THE DONATION SIDE.

>> THANK YOU, MR. CHAIRMAN, MEMBERS OF THE COMMITTEE. HOPE YOU GUYS HAD A COLORFUL THANKSGIVING.

>> WE DID.

MY NAME IS JEROME SMITH,
MAYOR WALSH'S CHIEF OF CIVIC
ENGAGEMENT AND I'M EXCITED TO
TALK ABOUT THE MAKE BOSTON SHINE
TRUST FUND TO PRESENT THIS TO
YOU THROUGH THE LOVE YOUR BLOCK
PROGRAM.

IT WAS BOSTON SHINES NOW IT'S
LOVE YOUR BLOCK.

IN 2015, THROUGH CITIES OF
SERVICE, MY OFFICE WAS GIVEN
TWO THOUSAND DOLLARS TO GIVE OUT
MINI GRANTS TO THE RESIDENTS OF
THE CITY.

THE LOVE YOUR BLOCK PROGRAM
INVITES RESIDENTS TO DESIGN
NEIGHBORHOOD IMPROVEMENT
PROJECTS AND APPLY TO UP TO
\$3,500 FOR GRANTS AND
SUPPLEMENTAL CITY SERVICES.
AWARDS WILL HELP WINNING GROUPS
PURCHASE NECESSARY TOOLS, AND
ENGAGE RESIDENTS TO TRANSFORM
THEIR NEIGHBORHOODS.

THEY ARE ALLOWED TO THINK OF
THEIR OWN PROJECTS OR STREET
LANDSCAPING, TREES, FLOWERS
ALONG ROADWAYS, OR PARK
IMPROVEMENTS AND THINGS LIKE
BENCHES.

IT WAS A WAY FOR RESIDENTS TO
SEE DIFFERENT PARTS OF THEIR
COMMUNITY AND MAKE THEM ACTIVE
SPACES.

BETWEEN 2015 AND 2018 WE HAD
DONE 14 PROJECTS THROUGHOUT THE
CITY.

THE PERIMETERS OF THE GRANT WAS
THEY HAD TO BE IN LOW-INCOME
AREAS.

MATTAPAN, EAST BOSTON, ROXBURY,
DORCHESTER, CHARLESTOWN AND
SOUTH BOSTON.

WE HAD OTHER NEIGHBORHOODS WHO
APPROACHED US ABOUT PROJECTS BUT
WEREN'T DEEMED TO BE LOW INCOME
SO UNFORTUNATELY WERE
DISQUALIFIED.

BUT WE THINK WITH CREATION OF
THIS TRUST THAT ALLOWS US TO
CONTINUE THIS WORK OF LOVE YOUR
BLOCK AND TO GET TO YOUR
DONATION QUESTION IS THERE WERE
A LOT OF ORGANIZATIONS NOT ONLY

HOME DEPOT BUT HARVARD, STATE STREET, SOME PLACES WHERE THEY REACH OUT TO MY OFFICE, HARVARD IS A GOOD EXAMPLE.

EVERY YEAR HARVARD HAS ABOUT 500 STUDENTS AND THEY REACH OUT TO US AND IT'S THEIR INCOMING STUDENTS AND THEY WANT TO DO A SERVICE PROJECT, THEY CALL US.

WE SET UP A SERVICE PROJECT.

WE BRING THE TOOLS, THE CITY PICKS UP THE WASTE, WHATEVER THEY MAKE, WE DO THAT THROUGH OUR END.

I WENT TO A CONFERENCE AND MET OTHER PEOPLE IN MY ROLE IN THOSE CITIES AND FOUND THEY CHARGE INSTITUTIONS TO DO THAT WORK BECAUSE THE CITY IS PUTTING SO MUCH CITY EFFORT INTO SOMETHING THAT IS FOR A PRIVATE ENTITY. SO NOT BIG MONEY BUT IT STILL WOULD BE A CHARGE.

SO THAT CHARGE WILL GO INTO THIS FUND.

AND SOME COMPANIES LIKE STATE STREET COULDN'T CUT A CHECK DIRECTLY TO THE CITY OF BOSTON, SO WE HIT THAT A COUPLE OF TIMES WORKING WITH THE TREASURY ABOUT HOW WE CAN GET THESE DONATIONS TO HELP BUY MORE TOOLS FOR THE RESIDENTS AND ULTIMATELY CAME DOWN ON THE FACT THAT CREATION OF THIS TRUST WOULD ALLOW US TO FUND RAYS MONEY AND GIVE OUT MINI GRANTS THROUGHOUT THE YEARS TO REPRESENTATIVES TO TAKE OVER SPACES, MANY PLACES WHERE YOU WOULD WONDER, I WONDER WHO OWNS THAT POCKET PARK, HOW CAN WE CLEAN THAT UP, THIS ALLOWS RESIDENTS TO TAKE THAT SPACE BACK, APPLY FOR A GRANT THROUGH US, WE GIVE THEM THAT MONEY, AND THE JOY OF WHAT THIS TRUST WILL DO IS WE ACTUALLY WILL BUY THE TOOLS.

WE'LL SET UP COMMUNITY TOOL SHED THROUGHOUT THE CITY.

RESIDENTS CAN CALL OUR OFFICE AND GET TOOLS.

RESIDENTS WILL BE ABLE TO REACH OUT TO OUR OFFICE AND SAY WE ON

WEST FELDEN WANT TO DO A CLEANUP
ON OUR STREET.

THROUGH OUR OFFICE, THEY CAN
APPLY AND SIGN UP AND THEY WILL
GIVE THEM THE TOOLS.

THAT CUTS THE COST FROM THEM
PURCHASING TOOLS AND THEY CAN
USE THEIR MONEY MORE TOWARDS THE
FLOWERS AND THE SEEDING AND THE
THINGS THEY WANT TO DO.

THIS IS A GREAT WAY ENGAGE
REPRESENTATIVES.

THERE IS SUCH GREAT PRIDE DURING
THE NEIGHBORHOOD OF LOVE YOUR
BLOCK, ONE OR THREE WEEKENDS IN
MAY, IF WE DO IT YEAR AROUND IT
ALLOWS MORE PROJECTS AND GETS
RESIDENTS OUT TO UPKEEP SOME OF
OUR NEIGHBORHOOD ISSUES.

THAT'S WHAT WE'RE HOPING TO SET
THE TRUST UP FOR.

>> WHAT KIND OF APPLICATION ARE
YOU TALKING ABOUT CITIZENS CAN
APPLY FOR?

>> YEAH, ANY RESIDENT CAN APPLY.
YOU DON'T HAVE TO BE A 501C3 OR
AN ORGANIZED NEIGHBORHOOD
ASSOCIATION.

IT COULD BE THE THREE OF US WANT
TO GO CLEAN UP SOMETHING.

EVERYTHING IS ON CITY OF
BOSTON.gov/LOVE YOUR BLOCK.

YOU CAN SEE PICTURES OF ALL THE
THINGS WE'VE DONE IN THE PAST
FEW YEARS P. THERE ARE TWO
WORKSHOPS A YEAR WHERE RESIDENTS
CAN LEARN TO GRAND WRITE.

WE'RE EXCITED BECAUSE WE'RE
USING THIS AS A CIVIC ENGAGEMENT
TOOL NOT ONLY TO PROVIDE
RESIDENTS TOOLS BUT TO TEACH
THEM HOW TO ADVOCATE AND
ORGANIZE AND GET RESIDENTS
INVOLVED AND TAKE AWAY THE
HEADACHE STUFF LIKE GETTING
TOOLS AND DELIVERING TOOLS,
WE'LL TAKE CARE OF THAT.

RESIDENTS JUST HAVE TO WORRY
ABOUT GETTING BODIES TO THE
LOCATION TO TAKE CARE O WHAT
THEY WANT DO.

SOME OF THE EXPENSES WOULD BE
TOOLS, FLOWERS, SHRUBS, ANYTHING
LIKE THAT.

>> YES.

ANYTHING ELSE?

NO, FROM THE PROJECT WE HAVE
PAINT, WE PAINTED BENCHES, WE
DID A MURAL.

ONE OF THE SCHOOLS HUNG A MURAL.

SO LITERALLY WE DON'T HAVE -- AS
FAR AS WHAT THE PROJECT CAN BE,
THE GREAT THING ABOUT HAVING
THIS TRUST IS THE BOARD WILL
ACTUALLY LOOK AT IT AND BE ABLE
TO KIND OF CIPHER THROUGH WHAT
PROJECTS ARE BEING PROMOTE AND
SEEING IF RESIDENTS HAVE THE
ABILITY TO COMPLETE THEIR GOAL,
BUT EVEN IF, SAY, WE GAVE A
GROUP \$3,500 AND THE PROJECT IS
MORE THAN \$3,500, WE CAN FIND
WAYS TO CUT THAT COST FOR THE
RESIDENTS NOT ONLY TO GIVE MONEY
TO THE RESIDENTS IN THIS GRANT
BUT FOR THE CITY TO LOOK AT WHAT
IT ACTUALLY WILL COST TO DO THIS
PROJECT AND IS THERE A WAY THE
CITY CAN JUST ABSORB MOST OF IT
SO THE RESIDENTS GET THE MOST
BANG FOR THE BUCK.

>> LET ME RECOGNIZE COUNCILLOR
TIM McCARTHY.

>> THANK YOU, MR. CHAIRMAN.
TO BE HONEST, THE SMITH BROTHERS
HERE --

(LAUGHTER)

I LOVE THE NEW SETUP.

I SAT WITH BLOOM TO BLOOM IN
'93.

THE WORKSPACES PUBLIC WORKS HAVE
TO MAINTAIN, IT'S VERY DIFFICULT
TO MAINTAIN IF THEY CAN AT ALL,
SO THAT'S THE SMALL BLIGHT.
SO WE HAVE A BLUN BUNCH OF
GROUPS IN DISTRICT 5 WHO ARE
VERY ACTIVE WHO WILL LOVE THIS
TYPE OF SETUP WHERE TAKE GET
TOGETHER AS A COMMUNITY GROUP,
CIVIC GROUP, PUT THEIR GRANT
TOGETHER AND PUSH IT FORWARD.
IS THERE A PAINER OR IS IT ALL
ONLINE?

>> NO, THEY CAN DO A PAPER
APPLICATION.

IF THE COUNCILLORS WOULD LIKE,
WE CAN SEND A STACK OF
APPLICATIONS TO YOUR OFFICE.

WE HAVE A PACT WE GIVE TO
RESIDENTS BUT EWOULD BE HAPPY TO
GIVE IT TO THE COUNCILLORS.
I WOULD LIKE TO HAVE
COUNCILLORER INNERINVOLVEMENT.
A LOT OF YOU ARE GOOD AT CALLING
PEOPLE TO APPLY.
THE NEIGHBORHOODS WE'RE IN,
WE'RE KIND OF CONFINED BY THE
WAY THE REQUIREMENTS ARE.
WE'RE LIFTING THAT SO EVERY
NEIGHBORHOOD IN THE CITY OF
BOSTON SHOULD BE ABLE TO APPLY
AND WE WANT TO MAKE SURE WE
SPREAD THE MONEY OUT EVERYWHERE.
>> I LOVE THE NEW SETUP AND IF
WE CAN TAKE A STACK SIMPLY
BECAUSE WE TEND, AS YOU KNOW,
HUNDREDS OF MEETINGS AND COMING
THROUGH DECEMBER, IT WILL
PROBABLY SLOW DOWN AROUND
CHRISTMAS AND PICK UP IN
JANUARY, AND THEN THAT'S WHEN
THIS INFORMATION IS GOING TO BE
KEY AS SPRING ROLLS AROUND.
THE OTHER THING I'VE WORKED ON
BEFORE PERSONALLY BEFORE AS A
ACOUNCILLOR, WE HAVE BASEBALL
LEAGUES, OTHER LEAGUES UTILIZE
THE FIELDS, WE DON'T CHARGE THEM
ANYTHING AND NEVER WOULD, BUT WE
WANT TO MAKE SURE THEY GET THE
INFORMATION AS IT WOULD BE NICE
TO HAVE THE SOCCER, HYDE PARK
LITTLE LEAGUE, WHATEVER, HAVE
THEM HAVE A DAY AND MAKE SURE
THE KIDS KNOW THEY HAVE A LITTLE
POSSESSION OF THEIR OWN PARKS.
I KNOW YOU CAN'T MAKE THEM TO IT
BUT YOU COULD PUSH IT ON THEM
AND SAY THIS WOULD BE NICE IF
THE 400 KIDS WHO PLAY BASEBALL
FOR FREE IN OUR PARKS THAT YOU
MAINTAIN THAT YOU HAVE A LITTLE
BIT OF POSSESSION OF YOURSELF
AND GO AND PLANT TO YOU LIP
BULBS OR BUSHES AND ALL THAT
STUFF.
>> IT'S A GREAT THOUGHT.
IT'S SOMETHING WE'RE WORKING ON.
KYRA FOX'S POCKS IS NEW IN MY
CABINET AND HER PURPOSE IS TO
CREATE THOSE PARTNERSHIPS.
AS WE GO, I THINK WE'RE LOOKING

TO HAVE CONVERSATIONS ON THE NEXT BUDGET ABOUT HOW WE STRUCTURE THIS NEW PART OF MY CABINET AND I THINK A LOT OF IT WILL BE HOW DO WE GET THE PRE-EXISTING GROUPS TO USE THE COMMUNITY CASE AND DO THE SERVICE PROJECTS AS WELL. AS WE HAVE A COUPLE OF RESIDENTS WHO COME IN AND GET THIS MONEY, I THINK THERE ARE A LOT OF PEOPLE WHO DO USE THE OPEN SPACE AND SAY IT WILL BE BENEFICIAL THAT YOU PROMOTE YOURSELF DOING THIS.

WE'LL PROVIDE YOU THE TOOLS WE JUST NEED THE PAN POWER -- MANPOWER AND THE THE BODIES TO DO THE WORK.

>> HAVING THE KIDS GAIN POSSESSION OF THEIR OWN PLACES, YOU KNOW, THIS GOES BACK TO, LIKE, THE DAYS, YOU KNOW, WHEN SOMEBODY BREAKS A GLASS OPENED COURT AND YOU NEED TO CLEANER IT UP THE NEXT DAY, YOU TELL THE PERSON TO STOP BREAKING GLASS, SO THAT'S KIND OF THE THOUGHT BEHIND IT.

>> COUNCILLOR FLYNN.
THANK YOU, COUNCILLOR CIOMMO. I WANT TO SAY THANK YOU TO JEROME FOR THIS GREAT PROGRAM. I KNOW PEOPLE ACROSS THE CITY THINK VERY HIGHLY OF IT, SO I JUST WANT TO SAY -- WE JUST WANT TO CALCULATE YOU.

ON BOSTON SHINES, YOU KNOW, I HAD AN OPPORTUNITY IN THE LAST YEAR TO ATTEND ALMOST EVERY BOSTON SHINES I VENT, AND, YOU KNOW, I THINK IT'S ONE OF THE BEST PROGRAMS THAT THE CITY RUNS.

YOU SEE PEOPLE, YOU SEE NEIGHBORS THAT DON'T KNOW NEIGHBORS AND THEY'RE FORCED TO TALK TO EACH OTHER BECAUSE THEY'RE SWEEPING OR THEY'RE RAKING LEAVES, BUT IT'S GREAT FOR THE CITY TO BUILD THIS TYPE OF CONFIDENCE IN OUR NEIGHBORHOODS.

I ALSO NOTICE THE PUBLIC WORKS

AND THE PARKS GUYS ARE THERE
HELPING THEM.
THEY'RE COMMUNICATING WITH THE
RESIDENTS.

SO I JUST WANT TO CONGRATULATE
YOUR OFFICE ON THAT TYPE OF
OUTREACH, BUT YOU'RE NOT ONLY
CLAIMING THE NEIGHBORHOOD,
YOU'RE BRINGING PEOPLE TOGETHER,
AND THAT'S WHAT THIS CITY IS ALL
ABOUT.

SO I JUST WANT TO SAY THANK YOU
FOR YOUR STRONG LEADERSHIP ON
THAT.

>> AND, COUNCILLOR, I REALLY
APPRECIATE YOUR KIND WORDS.
THE PHILOSOPHY, WHEN THE MAYOR
CREATED THIS THIS CABINET, I WAS
ALREADY DIRECTOR OF NEIGHBORHOOD
SERVICES, AND MY FEELING IS I IF
I COULD JUST GET THE RESIDENTS
TO COME OUT AND CARE ABOUT THEIR
PROPERTY AND PROPERTY LINE AND
THEY GET THEIR NEIGHBORS TO DO
IT, YOU HAVE A WHOLE
NEIGHBORHOOD KEEPING THEIR
STREET CLEAN.

I WAS UNDER MAYOR MENINO WHEN HE
CREATED BOSTON SHINE AND I SAW
THE EXCITEMENT.

PEOPLE LOVE THE T-SHIRTS.
WE GIVE OUT OVER 20,000 T-SHIRTS
THROUGH BOSTON SHINES.
BUT IT GIVES US A SENSE OF
PRIDE.

YOU SEE EVERYBODY IN THE T-SHIRT
CLEANING THEIR PARKS AND
STREETS.

BUT ANYWAY WE CAN MAKE IT EASIER
FOR RESIDENTS TO GO OUT, IF THEY
HAVE AN HOUR OR TWO TO CLEAN, IF
THE CITY CAN DO SOMETHING THE
MAKE THAT THE MOST BENEFICIAL TO
DO AN HOUR, WE SHOULD BE DOING
THAT.

HOPEFULLY THE COUNCIL AGREES AND
WE CAN KEEP MOVING FORWARD AND
WORK ON THAT.

THAT'S ALL I HAVE.

>> COUNCILLOR BAKER.

THANK YOU, GUYS.

YOU SAID IS A DOLLAR IN, A
DOLLAR OUT, SO THE MONEY THAT
COMES IN, WE'RE BASICALLY GOING

TO HAVE IT IN AN ACCOUNT THAT
GENERATES FOR A DOLLAR OUT?

>> THAT'S CORRECT.

SO WITH THE FUNDS THAT WE HOLD
FOR INVESTMENT IN PERPETUITY,
WE'RE GENERALLY PUTTING THE
MONEY IN A VARIETY OF FIXED
EQUITIES AND THE DOLLAR AMOUNT
COULD GO UP AND DOWN BUT BECAUSE
WE'RE TRYING TO MANAGE IT IN
PERPETUITY, OUR GOAL IS OVER THE
LONG TERM TO IN TEN YEARS HAVE
THE SAME AMOUNT OF PRINCIPAL IN
THERE WE ORIGINALLY PUT IN BUT
IT SPUN OFF ALL THIS INCOME.

>> AS YOU RAISE YOU'RE ABLE TO
ADD TO IT?

>> YES.

BECAUSE WE'RE RAISING
CONSTANTLY FOR IT.

>> YOU GET.

CAN ADD TO IT.

AND THIS IS DIFFERENT BECAUSE
INSTEAD OF TRYING TO WORK FOR
INCOME, WE'RE NOT WORKING FOR A
LOT OF INCOME.

WE'RE TRYING TO GET AS MUCH AS
INCOME AS WE CAN, UNDERSTANDING
THAT THIS IS ESSENTIALLY GOING
TO BE KEPT IN A DEMAND DEPOSIT
ACCOUNT OR MONEY MARKET AND
WON'T EARN A LOT.

WHATEVER YOU YOU PUT IN YOU'RE
EXPECTED TO LAW OUT, THAT'S WHY
WE SAY DOLLAR FOR DOLLAR, BUT
YOU CAN MAKE DEPOSITS INTO THE
TRUST.

WHEN SAY THAT IT I MEAN MORE
THAN ANYTHING.

WE'RE NOT REALLY TAKING -- WE'RE
LIMITING OUR IS ARIC HERE.

SO WE'RE NOT INVESTING IT IN THE
MARKET.

>> YEAH, SO, I MEAN, BUT AS AN
INVESTMENT ACCOUNT, YOU'RE ABLE
TO ADD TO IT.

>> ABSOLUTELY.

SO BASICALLY IT'S GOING TO BE
A PORTION THAT PAYS FOR ITSELF
IS WHAT WE'RE TRYING TO DO?

>> YES, CORRECT.

GOOD, GOOD.

SO IT'S FIVE MEMBERS.

>> CORRECT.

AND HOW DO WE GET THOSE MEMBERS?

THE MAYOR APPOINT ALL FIVE OF THOSE AND WHERE WILL THEY COME FROM?

DO WE HAVE ANY SENSE OF THAT?

>> WELL, I'LL TURN IT OVER TO CHIEF SMITH, BUT FROM THE PERSPECTIVE OF THE TRUST, IT'S PURPOSELY BROUGHT.

SO IT JUST SAYS FIVE MEMBERS APPOINTED BY THE MAYOR AND THE MAYOR WILL ALSO APPOINT THE THE CHAIR.

BUT IT MAY BE THAT THERE --

WELL, I CERTAINLY KNOW THERE WILL BE ADDITIONAL RULES AND REGULARS THAT -- REGS THAT THE BOARD PUTS IN PLACE AROUND THE DISTRIBUTION OF FUND BUT THERE'S NO STIPULATION IN THE TRUST DOCUMENT THAT SAYS THEY HAVE TO COME FROM A PARTICULAR PLACE.

>> BASICALLY, WE'RE TRYING TO GET TO THE POINT WHERE WHOEVER APPLIES THERE IS ENOUGH MONEY THERE FOR THE ENTIRE CITY.

>> YES.

I THINK THE COUNCIL WORKS WITH THE WHITE FUND AND SOME OTHER ONES, THEY'RE REALLY LARGE.

I DON'T ANTICIPATE HAVING MORE THAN \$100,000 IN THIS.

>> THAT'S WHAT YOU THINK IT WILL COST YEARLY, ABOUT 100?

>> NO, IF WE HAD TO SAY AROUND, YOU KNOW, I DON'T THINK IT -- THERE'S TO SENSE IN SETTING UP A TRUST IF IT WILL BE LESSEN THAN THAT.

I THINK THERE ARE WAYS WE COULD HAVE MOVED MONEY INTO THE CITY TO DO THE SAME THING, BUT WE THOUGHT THIS TRUST WOULD BE CLEANER, EASIER TO REPORT, EASIER TO TRACK, SO THAT'S WHY WE'RE SETTING IT UP THIS WAY.

BUT WE DON'T EXPECT THIS TO BE THE MEGA FUND FOR GOING TO BE ANYBODY WHO WANTS TO SET UP A SERVICE PROJECT, WE SET UP A FEE.

IT WILL GO INTO THE FUND.

SOME COMPANIES WANT TO BE SEEN
AS BEING PART OF THE
NEIGHBORHOOD.

OKAY.

WHATEVER YOU'RE WILLING TO
DONATE, \$3,000, \$5,000, OKAY.

IT'S THAT KIND OF WORK, BUT I
DON'T ANTICIPATE THIS BEING A
HUGE, SUPERFUND.

>> IT ALMOST SOUNDS LIKE WINTER
IS UPON US.

I WAS AT K CLUB TODAY, WHICH IS
A BINGO, 200 PEOPLE PLAYING
BINGO.

AN REQUESTS FOR HANDICAPPED
RAMPS ARE ALREADY COMING IN,
BECAUSE WHEN THE PLOWS COME IN.
SO WE DO EVERYTHING -- DREW THIS
IS FOR YOU -- NEW YORK CITY DOES
DAY LABOR TO HELP SOME SHOVEL
OUT HANDICAPPED RAMP, HYDRANTS.

>> THE PRIMARY GOAL OF
CHARITABLE TRUST IS TO PROVIDE A
PUBLIC SERVICE.

SO YOU COULD WRITE A TRUST FOR
JUST ABOUT WHATEVER REASON YOU
WANTED, AS LONG AS IT'S
PROVIDING A PUBLIC SERVICE AND
IT'S WITHIN THE BOUNDS OF USES
CONTEMPLATED UNDER 5 501(C)(3)
OF THE ARREST CODE, WHICH ISN'T
PARTICULARLY HARD TO DO FOR CITY
GOVERNMENT BECAUSE OF THE NATURE
OF THE BUSINESS.

I WOULD SAY THAT SOME OF THE
STIPULATIONS THAT ARE NOT
THEORETICALLY BUT MORE
PRACTICALLY ON A TRUST FROM OUR
PERSPECTIVE IS, NUMBER ONE,
THERE'S A REASON FOR IT.
IT WOULD BE MORE DIFFICULT TO BE
ACCOMPLISHED THROUGH A STANDARD
EXPECTED PROCESS.

NUMBER TWO --

>> GO BACK TO THE FIRST ONE.

WE NEED TO CLEAR OUR HANDICAPPED
RAMPS.

THAT'S THE REASON.

>> YEP.

NO, I'M SORRY.

THAT'S YOUR PURPOSE.

YOU WOULD NEED A REASON THAT A
TRUST WOULD WORK FOR YOU BETTER
THAN ANOTHER PROCESS THAT YOU

HAVE.
SO HE'S THE FIRST THING WE LOOK
AT.
>> YEAH.
>> BECAUSE THERE'S A LOT OF
MAINTENANCE FOR A TRUST.
SECONDLY, YOU WOULD WANT TO DO
YOUR BEST TO MAKE SURE THAT
WHOEVER IS APPLYING FOR THE
TRUST, THAT YOU HAVE ENOUGH
MONEY COMING IN.
WE COULDN'T MANAGE IT, WE
WOULDN'T BE... YOU'RE NOT ABLE
TO MANAGE IT TO BE ABLE TO DO
DAY LABOR.
>> NO, I THINK YOU CONCEIVABLY
COULD.
DEPENDING ON THE PURPOSE.
BUT DAY LABOR, I DON'T KNOW OF
ANY...
>> THE WAY NEW YORK CITY DOES
IT, THEY HAVE THE ABILITY TO
HIRE -- LIKE WHEN WE'RE SWAMPED,
THREE YEARS AGO, THERE WAS 15
FEET OF SNOW EVERY PLACE.
SO THEY HAVE THE ABILITY TO HIRE
DAY LABOR, COME OUT AND GET \$10
AN HOUR, 12, WHATEVER IT IS, \$12
AN HOUR, AND IT'S ALMOST A FARM
SYSTEM FOR THEM TO BE ABLE TO
KNOW GOOD PEOPLE THAT WILL GO
INTO PUBLIC WORKS, GOOD PEOPLE
THAT WILL GO INTO PARKS
DEPARTMENT.
NOT THAT EVERYBODY ISN'T A GOOD
PERSON, BUT NOT EVERYBODY IS A
GOOD WORKER SOME YOU'RE ABLE
TO... AM I MAKING SENSE HERE?
>> YOU ARE.
I'M IN THE AWARE OF ANYTHING
THAT WOULD PROHIBIT IT.
ONE OF THE MAINTENANCE ITEMS
WITH THE TRUST, HOWEVER, IS THAT
YOU ALSO WANT TO MAKE SURE THAT
YOU'RE GETTING ENOUGH MONEY IN.
THERE IS ENOUGH MONEY GOING IN
AND ENOUGH MONEY FLOWING OUT
THAT IT MAKES SENSE TO KIND OF
RUN THE AUDIT, BECAUSE WE HAVE
TO COMPLY WITH ALL THE FEDERAL
REGS AND AUDITS AND THINGS LIKE
THAT.
I DON'T SEE ANY REASON WHY YOU
COULDN'T.

>> THANK YOU.

>> THANK YOU, COUNCILOR.

>> JUST A QUICK WRAP-UP

QUESTION: DO YOU HAVE ANY BASIC REVENUE PROJECTIONS BASED ON PAST EXPERIENCES ON WHAT YOU THINK WE'RE GOING TO GET FOR REVENUE TO FUND THE PROGRAM?

>> UNFORTUNATELY, WE THIS NOT. THIS WAS PAGED ON THE FACT THAT WE'RE GIVEN THAT \$30,000 GRANT AND THE WAY WE HAD OPERATED GIVING OUT.

WE MADE A DECISION WE WOULD ONLY EXPECTED \$10,000 FOR THE THREE YEARS TO COVER THE GRANT AS A WAY TO GET IT OUT.

AN WE MADE THE PARAMETERS ABOUT THAT.

SO WE ALREADY HAD THAT SET. WE'RE LOOKING TO AT THE BARE MINIMUM, WE WANT TO CONTINUE THAT PORTION.

SO MY GOAL IS THAT WITH THE BLESSING OF THE COUNCIL AND THE MAYOR IS TO AT LEAST RIGHT AWAY GET US UP TO \$30,000 JUST SO THAT NEXT YEAR WE ARE ALREADY TAKING APPLICATIONS NOW BEGIN THE SPRING ALLOTMENT OF THE MONEY.

SO WE'RE IN A MISSION RIGHT NOW GET UP TO THAT NUMBER.

BUT I CAN -- AS WE SIT DOWN AND PLAN THIS OUT, I WOULD BE HAPPY TO SEND SOMETHING DOWN TO THE COUNCIL.

>> JUST TO CLOSE THE LOOP ON THAT, FROM AN INTEREST PERSPECTIVE, YOU'RE LOOKING AT GENERALLY ABOUT 2% TO 2.5% A YEAR, AN THEN THE TREASURY DIVISION WOULD TAKE ABOUT 75 BASIS POINTS TO COVER THAT.

>> SO THERE'S NO COST TO THE CITY TO ADMINISTER.

VERY GOOD.

THIS HEARING AS IT PERTAINS TO DOCKET 1614 IS ADJOURNED.

>> GOOD AFTERNOON AGAIN.

I MY NAME IS MARK CIOMMO, THE CHAIRMAN OF WAYS AND MEANS AND ALLSTON-BRIGHTON DISTRICT CITY COUNCILOR.

TODAY IS MONDAY, NOVEMBER
26th.

WE ARE HERE REGARDING DOCKET
1612, MESSAGE AND ORDER FOR YOUR
APPROVAL, AN ORDER AUTHORIZING
THE CITY OF BOSTON TO
APPROPRIATE THE AMOUNT OF
\$6,500,000 TO ADDRESS THE IMPACT
OF TRANSPORTATION NETWORK
SERVICES ON MUNICIPAL ROADS,
BRIDGES, AND OTHER
TRANSPORTATION INFRASTRUCTURE OR
ANY OTHER PUBLIC PURPOSE
SUBSTANTIALLY RELATED TO THE THE
OPERATION OF TRANSPORTATION
NETWORK SERVICES IN THE CITY OF
BOSTON.

I AM JOINED BY MY COLLEAGUE TO
MY LEFT, COUNCILOR TIM
McCARTHY, TO MY RIGHT,
COUNCILOR ANNISSA ESSAIBI
GEORGE, TO MY FAR LEFT COUNCILOR
FRANK BAKER.

'D LIKE TO REMIND FOLKS, THIS IS
A PUBLIC HEARING BROADCAST AND
TAPEED BY COMCAST CHANNEL 8, VY
1964 AND STREAMED AT
BOSTON.GOV/CITY-COUNCIL-TV.
I ASK FOLKS IN THE CHAMBER TO
SILENCE THEIR ELECTRONICS
DEVICES.

AT THE CONCLUSION OF THE
PRESENTATION AND QUESTIONS FROM
MY COLLEAGUE, WE WILL TAKE
PUBLIC TESTIMONY.

THERE IS A SIGN-IN SHEET TO MY
LEFT BY THE DOOR.

I ASK YOU STATE YOUR NAME,
RESIDENCE, AND AFFILIATION AND
PLEASE CHECK THE BOX IF YOU WISH
TO TESTIFY.

AND WITH THAT I WILL HAND IT
OVER TO JUSTIN.

>> THANK YOU, COUNCILOR.
GOOD AFTERNOON.

I AM THE CITY'S BUDGET DIRECTOR
HERE TO OFFER TESTIMONY ON
DOCKET 1612 AUTHORIZING THE CITY
OF BOSTON TO APPROPRIATE \$6.5
MILLION FROM THE CITY'S CAPITAL
GRANT FUND TO ADDRESS THE IMPACT
OF TNCs ON KNEW MUNICIPAL ROADS,
BRIDGES AND INFRASTRUCTURE.
IT'S MOSTLY TO ADDRESS TNCs ON

UBER AND LYFT ON OUR ROADS,
BRIDGE, SIDEWALKS AND OTHER
TRANSPORTATION ASPECTS.
MY COLLEAGUE CHRIS OSGOOD WILL
GET INTO THAT IN A SECOND.
THE \$6.5 MILLION APPROPRIATION
TODAY REPRESENTS BOTH THE FY18
PAYMENT AND AN ESTIMATED FY19
PAYMENT FROM THE STATE'S
TEN-CENT RIDE ASSESSMENT FOR
RIDES ORIGINATING HERE IN
BOSTON.

AS I'M SURE MOST OF YOU ARE
AWARE, CHAPTER 187 OF THE ACT OF
2016, A STATE LAW, REGULATES THE
RIDE SHARE INDUSTRY AND IS
ASSESSED A 20-CENT PER RIDE FEE
WITH 20 CENTS COMING BACK TO THE
ORIGINATING MUNICIPALITY AND TEN
CENTS STAYING FOR THE STATE.
FUNDING FOR THIS WAS COLLECTED
AND DEPOSITED INTO THE CITY AS A
SPECIAL REVENUE AND NEEDS TO BE
APPROPRIATED IN ORDER TO SPEND
ON CRITICAL TRANSPORTATION
PROJECTS THROUGHOUT THE CITY.
ACCORDING TO THE LAW AND STATE
DOR GUIDANCE, THIS FUNDING MUST
BE USED TO IMPACT TRNts ON CITY
ASSETS AND INFRASTRUCTURE.
THE CITY WILL BEGIN USING THE
FUNDS IN FY19 AND THE FUNDING
WILL BE INCORPORATED INTO THE
LARGER PUBLIC WORKS AND
TRANSPORTATION DEPARTMENT
BUDGETS IN THE UPCOMING FY20 AND
FY20 CAPITAL DISCUSSION WE'LL
HAVE IN A FEW MONTHS.

I'M JOINED BY CHRIS OSGOOD, WHO
CAN DESCRIBE SOME OF THE
PROJECTS WE EXPECT TO USE MONEY
FOR.

ONE THING I WILL NOTE IS THERE
IS A SUN SET ON THIS FUNDING, SO
WE TARGETED THE RESOURCES TOWARD
EITHER ONE-TIME USAGE ON THE
CAPITAL SIDE TO ACCELERATE
PARTICULARLY GO BOSTON 2030
PROJECT, BUT WE WANT TO MAKE
SURE THAT WE'RE MINDFUL THAT WE
DON'T USE THIS FUNDING IN
PERPETUITY, BECAUSE IN FIVE
YEARS IT WILL GO AWAY.
SO I'LL TURN IT OVER THE CHRIS,

WHO CAN WALK YOU THROUGH ANY OF THE SPECIFIC INVESTMENTS.

I'M HAPPY TO ANSWER ANY QUESTIONS ON THE MECHANICS OR THE REVENUE OR ANYTHING.

>> THANK YOU.

THANKS SO MUCH, JUSTIN.

THANK YOU SO MUCH, CHAIRMAN CIOMMO, COUNCILORS.

I'LL BRIEFLY OUTLINE THE SOURCES OF TRANSPORTATION FUNDING.

STARTING IN 2017, AS JUSTIN NOTED, THE COMMONWEALTH CHARGES A 20-CREPT -- CENT ASSESSMENT TO UBER LYFT, ET CETERA, FOR EACH RIDE THAT STARTS IN THE COMMONWEALTH.

HALF THE MONEY GOES TO THE MUNICIPALITY WHERE THAT RIDE ORIGINATED, SO 10 CENTS WHERE THE RIDE STARTED INCH 2017, ACROSS THE ENTIRE COMMONWEALTH, ROUGHLY 64 MILLION RIDES STARTED IN MASSACHUSETTS.

OF THOSE 64 MILLION, 34.ED MILLION STARTED WITHIN THE CITY OF BOSTON.

SO AT 10 CENTS PER RIDE THAT STARTS IN THE HOST CITY, THAT MEANS THE CITY OF BOSTON RECEIVED \$3.49 MILLION.

FROM 2017 FROM THE STATE ASSESSMENT.

CONSERVATIVELY, YOU KNOW, WE'RE LOOKING AHEAD AT ARRIVING IN THE CITY OF BOSTON IN 2018.

WE ARE ASSUMING ANOTHER \$3 MILLION, WHICH IS WHY THE TOTAL BEFORE YOU IS \$3 MILLION FROM 2018.

THE STATE LAW, AS JUSTIN SAYS, SPELLS OUT THAT THE ASSESSMENT IS TO BE USED FOR ROADS, BRIDGES, INVESTMENTS AND THINGS LIKE COMPLETE STREETS OR ALTERNATIVE MODES AS A WAY TO ADDRESS SOME OF THE IMPACT CAUSED BY TNC COMPANIES.

SO AS JUSTIN NOTED, OUR PLAN IS TO INVEST IN THOSE THINGS THAT OUR RESIDENTS TOLD US WERE A HIGH PRIORITY, SO THE GO BOSTON 2030 PLAN.

AGAIN, THE FUNDING IS LARGELY

DEDICATED TO THE CAPITAL FUNDS
BECAUSE IN 2026 OR AT THE END OF
2026, THIS CURRENT REVENUE
STREAM SUNSETS ACCORDING TO STAY
LAW.

SO THE BIG CATEGORIES WE'RE
LOOKING AT FOR THE \$6.5 MILLION,
ROUGHLY \$5 MILLION FOR CAPITAL,
INCLUDING \$2 MILLION IN
INVESTING IN SIDEWALK REPAIR,
PARTICULARLY FOCUSED ON SOME
AREAS OF THE CITY THAT HAVE
SIGNIFICANTLY DETERIORATING
SIDEWALKS.

ABOUT 1.6 MILLION FOR BIKE
INFRASTRUCTURE INVESTMENT TO
IMPROVE BIKING IN THE CITIES,
WHICH MEANS INVESTMENT IN AND
EXPANSION OF THE BIKE PROGRAM
INTO AREAS OF THE CITY WHICH
HAVE FEWER STATIONS TODAY.
SWELL SOME IMPROVEMENTS IN SOME
OF KEY CORRIDORS ACROSS THE
CITY, PLACES LIKE THE SOUTHWEST
CORRIDOR, ET CETERA.

WE'RE ALSO LOOKING AT SPENDING
\$1 MILLION ON IMPROVING ROADWAY
MARKINGS, CROSSWALKS, ET CETERA,
AND OUR STREETS REMAIN IN GOOD
REPAIR.

AS WELL AS \$500,000 TO BASICALLY
BUILD A TEMPORARY PLAZA IN AREAS
LIKE OUR MAIN STREET DISTRICTS
TO CREATE EVEN BETTER PLACES TO
COME TOGETHER AND ENJOY OUR
RETAIL HUX IN OUR NEIGHBORHOODS
ACROSS THE CITY OFFICIAL WE'RE
ALSO USING A SMALL PORTION OF
THE FUNDING FOR A SERIES OF
GRANT-FUNDED POSITIONS INCLUDING
A TRAFFIC SIGNAL ENGINEER.

RIGHT NOW THE CITY OF BOSTON
MAINTAINS ABOUT 850 TRAFFIC
SIGNALS.

WE INSTALL THE RETIMING OF
ROUGHLY 60 TRAFFIC SIGNALS A
YEAR.

THIS WOULD ENABLE US TO DO 100
SIGNALS PER YEAR, WHICH WOULD
HELP US IN AREAS OF THE CITY
WHERE WE'RE EXPERIENCING GROWTH.
WE COULD BRING ON SOME CIVIL
ENGINEERS WHO COULD HELP US MOVE
FASTER ON PROJECTS, HELP US BE

ABLE TO DO THINGS LIKE MAKE SAFETY IMPROVEMENTS THROUGH REDESIGNS THAT HAVE BEEN IDENTIFIED.

AND THE THIRD THING, PAIR OF PLANNING POSITIONS TO REALLY FOCUS ON SOME OF THE MAJOR CORRIDORS IN THE CITY, TWO THAT WERE PRIORITYIZED IN GO BOSTON 2030, COLUMBIA ROAD AS WELL AS BLUE HILL AVENUE.

SO THAT SAID, ALL TAKEN TOGETHER, THIS SET OF FUNDS WILL REALLY HELP US NOT ONLY MAKE OUR STREETS SAFER AND MORE RELIABLE, BUT ALSO HELP US IMPROVE THE CORRIDORS IN THE MAJOR DISTRICTS THAT WE'VE BEEN FOCUSED ON. I'D BE HAPPY TO TAKE YOUR QUESTIONS.

>> SO THE TWO POSITIONS, RIGHT, TRAFFIC SIGNAL PERSON AND WHAT WAS THE OTHER ONE?

>> A TRAFFIC SIGNAL STAFF PERSON, THERE'S ACTUALLY THREE FOLKS WHO ARE CIVIL ENGINEERSES OR CONSTRUCTION MANAGERS. THEIR JOB IS ABOUT GETTING PROJECTS ON THE GROUND. AND TWO FOLKS WOULD BE DOING PLANNING WORK.

SO SIX POSITIONS IN TOTAL THAT WOULD BE FUNDED THROUGH THIS.

>> AND OBVIOUSLY IT WOULD SUNSET.

>> CORRECT.

>> THE REASON FOR THE SUNSET WOULD BE JUST A REEVALUATION? MAYBE THEY'LL CONTINUE IT, MAYBE THEY WON'T?

>> I THINK HE CAN SPEAK TO THAT BETTER THAN I CAN.

>> JUST SPEAK FROM MY TIME UP ON THE HILL, MOST STATE LAWS THAT ASSESS A NEW FEE OR A NEW ASSESSMENT DO COME WITH A SUNSET TO ALLOW THE LEGISLATURE AND THE STATE TO, EXACTLY, LIKE YOU SAID, TAKE A LOOK TO THE PROGRAM, SEE IF IT'S WORKING, MAKE SURE THEY'RE USING THE FUNDS CORRECTLY, WHICH I THINK CHRIS DEMONSTRATED WE WILL BE MAKING GOOD USE OF THAT FUNDING,

AND I'M SURE WE COULD SPEND OYA
LOT MORE THAN JOUST THE \$3.5
MILLION WE'RE EXPECTED TO
RECEIVE THIS YEAR FOR THE TYPES
OF IMPROVEMENTS THAT CHRIS
MENTIONED.

>> WE'VE HAD PRIVATE AND PUBLIC
CONVERSATIONS ABOUT THE
INCREASING DEMAND, AND REQUESTS
FOR DIFFERENT STUDIES,
CROSSWALKS, STOP SIGNS.

I KNOW YOU JUST DON'T HAVE THE
STAFF TO PROCESS THEM IN MORE OF
A TIMELY WAY, SO I'M REALLY
ENCOURAGED BY THESE POSITIONS.
I HOPE THAT WILL HELP THOSE
REQUESTS, BECAUSE THEY'RE COMING
FAST AND FURIOUS, AS YOU KNOW.

I THINK I'VE TOLD PEOPLE, YOU
KNOW, I HAVE BEEN HERE ALMOST 11
YEARS, AND THE PAST THREE OR
FOUR YEARS ESPECIALLY, THE
NUMBER OF REQUESTS MY OFFICE
GETS FOR SLOW STREETS OR, YOU
KNOW, JUST BASIC TRAFFIC STUFF
HAS INCREASED EXPONENTIALLY L
I'M GLAD TO HERE THAT.

COUNCILOR McCARTHY?

>> THANK YOU, MR. CHAIR.
THANKS, GUYS.

YEAH, ON THE SUNSET THING, I
THINK WE AS A COUNCIL AND MAYOR
WALSH'S ADMINISTRATION SHOULD
START RAMPING THIS UP NOW,
BECAUSE I THINK THE STATE
MISSED -- THEY SWUNG AND MISSED
IN A BIG, BIG WAY, ESPECIALLY IN
BOSTON BY YOUR OWN STAFF, YOU'RE
LOOKING AT HALF THE RIDES
STARTING IN BOSTON.

THIS IS THE REASON WHY OUR
OFFICE IS FLOODED EVERY DAY WITH
I CAN'T GET TO HIDE PARC, I
CAN'T CROSS THE BRIDGE, I CAN'T
GET HOME WITHIN AN HOUR.

LAST WEEK I LEFT CITY HALL
AROUND 5:15 AND JUST AS A JOKE I
PRESSED THE TIMER AND IT TOOK ME
AND HOUR AND 38 MINUTES.

AND IF YOU STAND OUT ON CONGRESS
STREET RIGHT NOW, YOU'LL SEE
HUNDREDS AND HUNDREDS OF CARS GO
BY YOU WITH NOBODY IN THE
BACKSEAT WITH THEIR UBER SIGN

AND LYFT JUST AIMLESSLY DRIVING AROUND.

SO I THINK AS WE MOVE FORWARD WITH THAT, MANNING IF THEY WERE -- IMAGINE IF IT WAS A BUCK A RIDE IN BOSTON, A BUCK A DROPOFF IN BOSTON?

NOW YOU'RE LOOKING AT \$78 MILLION A RIDE.

BUT I THINK AS COUNCILOR CIOMMO SAID, IT'S IMPORTANT THAT WE HAVE SOME STAFF FOCUSED ON THIS. YOU KNOW, EACH NEIGHBORHOOD IS SO CONSISTENT WITH THEIR DEMANDS.

ROSLINDALE IS VERY BIKE HEAVY. HYDE PARK ISN'T AS MUCH, BUT GETTING THERE.

MATTAPAN ISN'T THERE AS MUCH, BUT GETTING THERE.

THAT'S JUST DISTRICT FIVE.

IT WILL BE IMPORTANT TO HAVE PEOPLE WITH FEET ON THE GROUND. I LOOK FORWARD TO VOTING ON THIS TOMORROW OR WEDNESDAY AND MOVING IT FORWARD.

BUT THANKS.

I'LL WORK WITH YOU ON THE SUNSET STUFF, BECAUSE IT'S -- WE SWUNG AND MISSED THERE.

>> THANKS.

>> COUNCILOR GEORGE?

>> I AGREE WITH EVERYTHING YOU TWO SAID.

HOW DOES THAT SOUND?

>> I HAVE TO AGREE, A BUCK A RIDE, \$78 MILLION.

HAVE YOU SEEN OUR INFRASTRUCTURE NEEDS?

HOW DO WE GET THAT DONE?

DO YOU WANT AN APARTMENT IN DORCHESTER OR SOMETHING?

AN HOUR AND 38 MINUTES.

SO CHRIS, THE NUMBER YOU GAVE WAS 34.9 MILLION RIDES IN '17.

>> CORRECT.

>> AND THEN IT WENT UP BY 3 MILLION IN '18 OR IT'S PROJECTED TO GO UP?

>> WE ARE CURRENTLY AND CONSERVATIVELY ESTIMATING THAT THERE WILL ONLY BE 30 MILLION RIDES IN 2018.

THAT'S A CONSERVATIVE ESTIMATE

FOR BUDGET PURPOSES ONLY.

>> OH, FOR BUG PURPOSES.

>> WHEN WE ORIGINALLY PROJECTED I THINK TWO YEARS AGO, WE THOUGHT THERE WOULD BE ABOUT 20 MILLION RIDES.

SO IT'S ALL OVER THE PLACE.

I THINK GENERALLY THE CONSENSUS IS WE'RE CONSERVATIVE, BUT LIKE MOST THINGS IN BUDGET WORLD, WE TRY ERR ON THE SIDE OF CAUTION.

IT'S ONE OF THESE THINGS WHERE WE'LL COME BACK TO YOU FOLKS

NEXT YEAR FOR THE '20

APPROPRIATION AND MAYBE WE CAN RAMP UP THAT SPENDING.

WE'RE BUILDING OURSELVES A KITTY RIGHT NOW.

>> HA THERE BEEN ANY PRECEDENT ACROSS THE COUNTRY FOR A CITY GOING AFTER UBER?

>> THERE ARE DIFFERENT STRUCTURES.

NEW YORK CITY IS PERHAPS TO MY KNOWLEDGE ONE OF THE MOST SPECIFIC CITY DEPARTMENTS THAT HAS THE MOST SPECIFIC REGULATORY FOCUS.

RIGHT NOW THIS IS MANAGED THROUGH THE DEPARTMENT OF PUBLIC UTILITIES.

TO GIVE A SENSE --

>> SO WE GAVE UBER A PUBLIC UTILITY STATUS ALMOST IF IT'S MANAGED THROUGH THERE?

>> NOT REALLY, BUT IF IT'S MANAGED THROUGH PUBLIC UTILITY, THEY'RE LIKE A UTILITY, 1010.

>> 20 CENTS IN TOTAL.

>> SO WHAT DO YOU THINK IS GOING TO HAPPEN WITH THOSE RIDES? THEY'RE GOING TO GO UP?

>> IT WOULD BE MY EXPECTATION THEY WILL GO UP FROM THE 34.9 MILLION WE SAW LAST YEAR.

BUT AGAIN, WE'RE IN YEAR TWO, SO WE WANT TO MAKE SURE THAT WE'RE FOR THE PURPOSE OF OVERSHOOTING WHAT THAT MARK WOULD BE.

>> WHAT ABOUT THE POSSIBILITY OF DOING -- WHY WOULDN'T WE HAVE UBER, THERE'S PROBABLY NO WAY TO DO THAT.

I'LL KEEP ANY COMMENTS TO

MYSELF.

WE'RE GOING OFF.

WE'RE TRAILING OFF.

OKAY.

THANK YOU.

I JUST THINK, CHRIS, IT'S CRAZY
THE AMOUNT OF VEHICLES THAT ARE
ON THE STREETS, AND WE HAVE
MAJOR IT FRACTURE IMPROVEMENTS
THAT WE NEED TO DO.

>> AGREED.

PUT THE \$34.9 MILLION IN
CONTEXT, A NUMBER THAT RESONATES
WITH ME.

EVERY DAY ON AVERAGE IT'S 6,000
TRIPS IN THE CITY OF -- 96,000 TRIPS IN
THE CITY OF BOSTON.

THE BLUE LINE WAS AROUND 63,000
DAILY.

THE COMMUTER IS AROUND 121,000.

SO WE'RE... THIS IS A VERY
SIGNIFICANT SORT OF MODE OF
TRAVEL, AND EVERY FIVE TRANSIT
TRIPS, THERE'S ONE UBER OR LYFT
TRIP ESSENTIALLY THAT'S
HAPPENING IN THE CITY OF BOSTON.
AND AGAIN, THE ESTIMATE IS THAT
AROUND 15% OF THOSE TRIPS THAT
ARE HAPPENING DURING RUSH HOUR
ARE PEOPLE THAT WOULD HAVE TAKEN
TRANSIT, WALKED OR A BIKE.

SO THERE IS AN ADDITIONAL BURDEN
ON OUR STREETS WHEN WE'RE TRYING
TO RELIABLY MOVE PEOPLE.

>> AT LEAST PEOPLE ARE MAKING
MONEY DOING UBER, BUT THE
LONG-TERM GOAL IS TO PUT THOSE
PEOPLE OUT OF WORK AND UBER ENDS
UP WITH ALL THE MONEY.

WE SHOULD BE LOOKING AT SOMEHOW
BEFORE THE DRIVERLESS VEHICLES
GET HERE, HOW DO WE GET THEM UP
FRONT, CHRIS, THAT'S WHAT WE
NEED TO DO.

YOU WANT DRIVERLESS, YOU'RE
GOING TO PAY IN BOSTON.

THANK YOU.

>> YEAH.

>> JUST TO PIGGYBACK OFF, THAT I
MEAN, THE TEN CENTS, IF IT WAS A
BUCK, MAYBE WE WOULD, YOU KNOW,
REDUCE THE NUMBER OF PEOPLE
USING UBER, RIGHT TO, MAKE IT
MORE COMPETITIVE WITH PUBLIC

TRANSPORTATION OR OTHER MODES OF TRANSPORTATION.

SO TO TIM'S POINT, WE SWUNG AND MISSED THERE BIG TIME.

ONE LAST QUESTION, THOUGH, WAYS HAS HAD A TREMENDOUS IMPACT ON TRAFFIC PATTERNS THROUGH OUR NEIGHBORHOODS.

ARE WE DEDICATING ANY MONEY TO LOOK AT HOW WAYS IMPACTS THE TRAFFIC PATTERN?

>> WE DO HAVE A RELATIONSHIP WITH WAYS.

WE WOULD LIKE TO RESTART THAT CONVERSATION WITH THEM ABOUT WAYS THEY'RE -- WE REALIZE WHY WAYS HAS A VERY SPECIFIC INTEREST IN MAKING SURE THAT PEOPLE'S COMMUTES ARE SHORTER AND MORE PREDICTABLE, BUT WE DON'T WANT TO SACRIFICE THE SAFETY AND THE COMFORT OF OUR NEIGHBORHOODS.

>> I BELIEVE I'VE READ WHERE, YOU KNOW, THEY'VE CHANGED ALGORITHMS IN SOME AREAS TO AVOID GOING DOWN RESIDENTIAL STREETS.

IS THAT SOMETHING WE CAN LOOK AT?

>> WE CAN ENGAGE WITH THEM. I DON'T KNOW HOW OPEN THEY'RE GOING TO BE.

ONE OF THE PIECES WE SEE HERE, AND WE'VE HAD LOTS OF CONVERSATIONS ABOUT, IS PART OF WHAT WE WANT TO BE ABLE TO DO IS MAKE ALTERNATIVES TO BEING IN A VEHICLE SIMPLY A MORE DESIRABLE AND RELIABLE MODE, WHETHER THAT'S WALKING OR BIKING OR TAKING TRANSIT, HOPPING ON A BUS, HOPPING ON THE COMMUTER RAIL.

ALL THESE THINGS BECOME WAYS THAT PEOPLE WOULD PREFER TO GET AROUND, KNOWING THAT ACTIVE AND SHARED MODES CERTAINLY COST LESS, CERTAINLY RESULT IN FEWER EMISSIONS AND CAUSE LESS CONGESTION, AS WELL.

>> OKAY.

THANK YOU.

>> I WANTED TO RECOGNIZE, WE'VE

BEEN JOINED WE COUNCILOR MICHAEL
FLAHERTY.
WE'RE JUST WRAPPING UP THIS ONE.
SO WITH THAT, THIS HEARING
PERTAINING TO 1612 IS ADJOURNED.