

;;;BOSTON CITY COUNCIL
;;;3.28.2019 3:00 PM

TODAY IS MARCH 28, 2019.
THIS IS THE BOSTON CITY COUNCIL AT 3:00 P.M. ET.

>> MY NAME IS ANNISSA ESSAIBI-GEORGE I'M THE BOSTON CITY COUNCILOR AT LARGE CHAIRMAN OF THE COMMITTEE.
I'M JOINED BY LEAD SPONSOR COUNCILOR EDWARDS.
I'D LIKE TO REMIND EVERYONE THIS IS A PUBLIC HEARING AND IT IS BEING RECORDED AND WILL BE REBROADCAST ON COMCAST 8, RCN82 FRIES 1964 AND ON-LINE.
I ASK THAT YOU SILENCE YOUR CELL PHONES AND OTHER DEVICES.
IF YOU WANT TO PUBLICLY TESTIFY PLEASE CHECK THE BOX THE SIGN-IN SHEET AT THE FRONT.
WHEN IT'S YOUR TIME FOR PUBLIC TESTIMONY I'LL ASK THAT YOU PLEASE STATE YOUR NAME AND AWE FILLATION AND RESIDENTS AND YOU LIMIT YOUR COMMENTS TO A FEW MINUTES TO ENSURE ALL COMMENTS AND CONCERNS ARE HEARD.
THIS IS A HEARING FOR DOCKET 0135 A HEARING REGARDING STUDENT TRANSPORTATION IN THE BOSTON PUBLIC SCHOOLS.
AS CHAIR OF THE COMMITTEE ON EDUCATION, IT'S IMPORTANT TO ME THAT AS A CITY WE ARE MAKING SURE TO ELIMINATE ALL BARRIERS FOR CHILDREN TO ACCESS EDUCATION.
ONE OF THOSE BARRIERS FOR OUR FAMILIES IN THIS CITY CONTINUES TO BE TRANSPORTATION.
AT THE BEGINNING OF THIS SCHOOL YEAR, THE NUMBER ONE CONSTITUENT CALL OR E MAIL WE RECEIVED IN MY OFFICE WAS ABOUT TRANSPORTATION.
IT WAS ALSO A CONSTANT TOPIC OF CONVERSATION DURING SOME OF MY EDUCATION TOWN HALLS.
THERE IS NO REASON A CHILD SHOULD BE LOSING CLASSROOM TIME BECAUSE THE BUS IS LATE OR DIDN'T SHOW UP OR WHERE IT DROVE PAST.
OUR STUDENTS SHOULDN'T BE LEFT ON THE CURB EARLY IN THE MORNING OR WHEN THEIR PARENTS ENTRUSTS BPS TO GET THEIR KIDS TO SCHOOL ON TIME AND SAFELY.
I'VE HEARD STORIES OF STUDENTS BEING DROPPED OFF AT THE WRONG LOCATION, ARRIVING LATE FOR SCHOOL, MISSING BREAKFAST WHICH IS THE MOST IMPORTANT MEAL OF THE DAY.
AND IN SOME CASES BUS ROUTES CHANGING WITHOUT PARENT NOTIFICATION.
WE'VE RECEIVED LOTS OF FEEDBACK FOR CHILDREN WHO HAVE MISSED SUBSTANTIAL AMOUNTS OF TIME IN CLASSROOM EVERY SINGLE DAY DUE TO TARDY BUSES.
OPTIONS OF TRANSPORTATION ARE ALSO NOT PROVIDED TO ALL SUCH AS EXTENDING THE ROUTE OF AN MBTA BUS TO DROP OFF STUDENTS DIRECTLY AT SCHOOL.
I WANT TO BE FAIR AND ACKNOWLEDGE THAT THE BPS TRANSPORTATION DEPARTMENT ESPECIALLY DELL WHO IS WITH US HERE TODAY HAS WORKED VERY HARD TO FIX ISSUES FOR FAMILIES WHO HAVE REACH OUT, MYSELF WHO HAS REACH OUT AND COLLEAGUES WHO REACHED OUT AND REPORTED THOSE PROBLEMS.
I DON'T WANT TODAY'S CONVERSATION TO BE AN ATTACK ON DELL OR JOHN OR BECKY BUT TO BE REALLY A CONVERSATION ABOUT HOW TO WE IMPROVE SERVICE AND FIND SOLUTIONS FOR OUR STUDENTS BECAUSE THESE ISSUES WILL CONTINUE TO HAPPEN.
AGAIN IT'S A HIGH PRIORITY FOR ME TO ALEVE AS MUCH OF THIS STRESS AS POSSIBLE FOR FAMILIES AND OUR KIDS.
IT'S FRUSTRATING TO CONTINUE TO HAVE THIS PROBLEM YEAR AFTER YEAR.
I'M NOT SURE IF WE'RE AT A POINT WHERE WE SHOULD SAY WE'RE ALWAYS GOING TO HAVE PROBLEMS LET'S MOVE ON TO THE NEXT THIN.
THAT'S NOT GREAT FOR FAMILIES WHO HAVE YOUNG KIDS OFTEN WAITING ALONE AT BUS STOPS EITHER IN THE MORNING OR AFTERNOON BECAUSE TIMING IS OFF BY A SUBSTANTIAL AMOUNT.
I THINK THAT IT'S IMPORTANT TO BE CREATIVE AND BE THOUGHTFUL ABOUT THIS WORK AND FIND SOLUTIONS TOGETHER.
I OPEN NOW FOR OPENING REMARKS, COUNCILOR EDWARDS.

>> THANK YOU VERY MUCH AND THANK YOU FOR HAVING THIS HEARING TODAY. I APPRECIATE YOUR COMING HERE TODAY TO HAVE THIS I THINK VERY IMPORTANT CONVERSATION.

IT'S TRUE, ONE OF THE TOP ISSUES THAT I GET FROM MY OFFICE WHEN IT COMES TO EDUCATION AND BPS SCHOOLS IS THE MOVEMENT OF THE KIDS.

MY DISTRICT, DISTRICT ONE HAS I THINK SOME OF THE MOW AUTOPSY CAN CULL AND GEOGRAPHICAL -- TOPICAL AND GEOGRAPHIC DIFFICULT AREAS TO MOVE STUDENTS AROUND BECAUSE WE HAVE A WATERFRONT AND EAST BOSTON IS AN EYELAND.

WE ARE DEALING WITH I THINK AN ADDITIONAL BURDEN WHICH YOU OBVIOUSLY -- DIDN'T OBVIOUSLY CREATE BUT THIS PARTICULAR GEE PHOTOGRAPHIC AREA IN EAST BOSTON HAS A SPECIFIC TYPE OF BURDEN FOR OUR KIDS WHEN WE'RE ASKING AGE GROUPS FOR HIGH SCHOOL STUDENT TO BE, TO TAKE THE T, WE UNDERSTAND FOR MANY OF US THAT LEAVES TWO T STOPS EXCHANGE PLUS SEVERAL BUSES FOR OUR KIDS TO GET OUT OF EAST BOSTON.

I'M YOU BEEN AWARE OF THE KIDS WHO GET THE CHALLENGES TO GET TO EAST BOSTON OR DORCESTER OR PARTS OF THE CITY TO GET UP TO SCHOOL IN EAST BOSTON CHARLESTOWN OR THE NORTH END.

GETTING TO SCHOOL IS A TRANSPORTATION AND CIVIL RIGHTS ISSUE.

I WILL BE GOING INTO AND ASKING MORE QUESTIONS.

I SEE YOU HAVE A PRESENTATION.

WE'LL DEAL WITH THE FACT WE HAVE BUSING RIGHT NOW GOING ON FROM CHARLESTOWN FROM EAST BOSTON TO CHARLESTOWN FOR EAST BOSTON KIDS BECAUSE WE LACK A MIDDLE SCHOOL OR SIX GRADE OR SEVENTH GRADE OPTION AND I THINK THERE'S A WAY IN WHICH THE SCHOOL BUDGET COULD BE IRONED OUT TO HOPEFULLY SAVE OUR HIGH SCHOOLS OR MAN STOP BUSING KIDS ALL THE WAY OVER TO CHARLESTOWN, 80% OF THE EDWARDS KIDS LIVE IN EAST BOSTON. WE HAVE A STUDENT WHOSE HAD REPEATED ISSUES WITH GETTING ACCESS TO A BUS TO GET ON TIME TO SCHOOL.

HE HAS SPECIAL NEEDS AND HE'S BEEN MISSING BREAKFAST.

WE DID FOR A TOMORROW ASSURE THAT HE GOT ON -- FOR A TIME AWE SURE HE GOT ON THERE AND NOW HE'S CALLING AGAIN AND WONDERING WHY HIS SON IS NOT ABLE TO GET ON THE BUS. I THINK IT HAS TO DO WITH THE BUS MONITORS BEING LATE.

THIN WE HAVE STUDENTS WHO HAVE IDP OR SPECIAL NEEDS ARE LONGER ON THE BUS THAN RECOMMENDED AND WE WANT TO MAKE SURE THOSE KIDS ARE NOT FURTHER DAMAGED BY BEING ON THE BUS TOO LONG.

I WOULD LOVE TO HEAR HOW YOU ARE BALANCING YOUR OPPORTUNITY INDEX ANALYSIS WHERE YOU DO LOOK AND I THINK IT'S GREAT AT SCHOOLS THAT CAN RAISE CERTAIN AMOUNT OF RESOURCES ON THEIR OWN AND MAKING SURE WHEN YOU ARE GIVING OUT PUBLIC RESOURCES THAT THEY ARE ALLOCATED EQUALLY AND ALSO ACKNOWLEDGING OR AT LEAST CONSIDERING THE FACT THAT SCHOOLS ARE ABLE TO RISE A LOT OF RESOURCES.

SO I THINK THE OPPORTUNITY INDEX SHOULD BE LOOKING AT TRANSPORTATION WHEN SCHOOLS ARE GIVEN MBTA BUSES AND ABLE TO MOVE AROUND DIFFERENTLY THAN OTHER SCHOOLS AND HOW BPS CAN HELP COMPENSATE FOR THAT TO MAKE SURE THE OPPORTUNITY IS TRULY SPREAD AROUND.

I ALSO THINK IN GENERAL THERE IS A QUESTION OF HOW MUCH WOULD IT COST, AND I DON'T EXPECT IT'S GOING TO BE TOO MUCH.

I WANT TO KNOW HOW MUCH IT COST TO BUS EVERY STUDENT AND BPS TO SCHOOLS TO BPS SCHOOLS INSTEAD OF JUST SIMPLY SAYING WE JUST CAN'T AFFORD IT.

I DON'T BELIEVE UNLESS YOU HAVE A GOAL OR UNLESS YOU ACTUALLY KNOW WHAT THE PRICE IS, THAT IT'S AN EXCESSABLE THING TO SAY IT'S TOO MUCH.

THOSE ARE SOME OF THE QUESTIONS GUIDING MY QUESTIONING TODAY AND I'LL GO IN FURTHER DETAIL WITH CASE STUDIES AND CONCERNS.

FINALLY LOOKING AT THE EQUITY ISSUE WHEN IT COMES TO BOSTON LATIN ACADEMY AND OTHER BILL BRYANT FOR EXAMPLE THAT GETS NO BUS ACTUALLY FROM EAST BOSTON.

THESE ARE QUESTIONS THAT WE HAVE I, I THINK AS A MATTER OF EQUITY OUT OF FAIRNESS THAT BEFORE PS NEEDS TO EXPLAIN.

>> THANK YOU COUNCILOR EDWARDS.

WE'VE ALSO BEEN JOINED BY COUNCILOR O'MALLEY WHO IS NOT GOING TO GIVE OPENING STATEMENTS BUT WILL MAKE UP FOR HIS TIME WITH QUESTIONS.

>> INDEED.

>> THANK YOU THE THREE OF YOU FOR BEING HERE AND I LOOK FORWARD TO THIS PRESENTATION.

>> THANK YOU VERY MUCH.

MY NAME IS JOHN HAMMEN, I'M THE STEVIE OPERATING SCHOOL.

WITH ME IS THE SUPERINTENDENT OF EQUITY AND DIRECTOR OF TRANSPORTATION WHO I MIGHT ADD ONCE UPON TIME TOOK ALL THE TRANSPORTATION FROM HYDE PARK TO CHARLESTON HIGH SCHOOL WHEN SHE WAS A STUDENT AT BPS.

WE HAVE FOR YOUR HEARING I BELIEVE WILL ADDRESS SOME OF YOUR RACKS.

THANK YOU FOR THAT FEED BACK.

I'M NOT GOING TO SPEND MUCH TIME IN THIS INITIAL INTRODUCTION OTHER THAN TO SAY WE APPRECIATE YOUR KIND WORDS.

WE BELIEVE THE TEEN IS DOING TFERG THEY CAN TO PROVIDE SAFE AND RELIABLE TRANSPORTATION IN A COST EFFICIENT WAY FOR ALL OF OUR STUDENTS.

IN A WAY BEYOND YELLOW BUS WE'RE TRYING TO PROVIDE OPPORTUNITIES FOR ALL OF OUR STUDENTS TO ACCESS NOT JUST EDUCATION RESOURCES BUT RESOURCES ACROSS THE CITY.

SOME OF THAT BEING BORNE OUT BY THE RECENT AGREEMENT WITH THE MBTA TO EXPAND THE M7T PASS OFFERINGS WHICH WE'LL GET TO LATER.

WITH THAT I'LL PASS IT ON TO BEGIN THE PRESENTATION.

>> GOOD AFTERNOON, EVERYONE.

I'LL START WITH ALTERNATIVE TRANSPORTATION.

75% OF ALTERNATIVE TRANSPORTATION REQUESTS THAT WE'VE RECEIVED IN THE TRANSPORTATION DEPARTMENTS HAVE BEEN APPROVED THIS SCHOOL YEAR.

ALTERNATIVE TRANSPORTATION IS SUPPLEMENTARY SERVICE.

BOSTON PUBLIC SCHOOLS DEPARTMENT OF TRANSPORTATION PROVIDES UPON REQUEST AND IS NOT GUARANTEED.

BPS APPROVES ALTERNATIVE PICK UP OR DROP OFF LOI CASES.

IF THEY DON ADD TIME TO THE ROUTE AND IF THERE IS SUFFICIENT CAPACITY ON THE BUS.

ALTERNATIVE LOCATIONS INCLUDE AFTER SCHOOL PROGRAMS AND CARE GIVERS HOMES.

75% OF THE 2,71 REQUESTS SUBMITTED THIS SCHOOL YEAR HAVE BEEN APPROVED.

STATE AND FEDERAL REGULAR LAKES DO NOT REQUIRE ALTERNATIVE DROP OFF OR PICK UPS.

WE HAVE YET TO FIND ANOTHER PROGRAM COMPARABLE TO THE SERVICE LEVEL WE PROVIDE HERE IN THE CITY OF BOSTON.

WE'RE GOING TO MOVE ON TO YELLOW BUS, YELLOW SHUTTLE BUS SERVICES.

THE TRANSPORTATION DEPARTMENT PROVIDES 50 SHUTTLE BUSES TO 11 MIDDLE AND HIGH SCHOOL FROM MAIN TRANSIT HUBS IN THE CITY.

COST ESTIMATES FOR THESE SHUTTLES ARE \$1.4 MILLION.

THIS SERVICE IS NOT REQUIRED BASED ON STATOR FEDERAL REGULATIONS.

ON THE MAP SHOWN IN THE SLIDE SHOWS SPECIFIC SCHOOLS, SPECIFIC SCHOOLS THAT SHUTTLE BUSES ARE ALLOCATED.

SIMILAR TO ALTERNATIVE TRANSPORTATION THIS IS AN ADDITIONAL SERVICE WE PROVIDE THAT'S NOT REQUIRED.

I'LL SHOW A LATER SLIDE A CRITERIA FOR WHY WE PROVIDE THIS SERVICE TO CERTAIN SCHOOLS.

ON THE NEXT SLIDE, YOU'LL SEE A BREAK DOWN OF MIDDLE AND HIGH SCHOOLS THAT BE PROVIDE YELLOW BUS SHUTTLES TO.

THE NUMBER OF SHUTTLES THAT WE PROVIDE BOTH A.M. AND P.M. THERE ARE 57BPS SCHOOLS THAT SEVEN SEVEN THROUGH 12TH GRADES THAT WE DO NOT PROVIDE SHUTTLE BUS SERVICES TO.

SOME SCHOOL BUS FINDS MORE SHUTTLE BUSES IN THE P.M. VERSUS THE A.M. THIS IS BECAUSE PREVIOUSLY ONE BUS MADE MULTIPLE TRIPS TO AND FROM SCHOOLS AND PICK UP LOCATIONS.

BECAUSE OF TIMING ISSUES TRANSPORTATION ADDED ADDITIONAL BUSES SO THAT EACH BUS

MAKES ONE TRIP.

BPS YELLOW SHUTTLE BUS CRITERIA.

SUPPLEMENTAL YELLOW SHUTTLE BUS SERVICES PROVIDED BASED ON SPECIFIC CRITERIA. LENGTH OF THE WALKING DISTANCE FROM THE NEAR MBTA SUBWAY OR BUS STOP TO THE SCHOOL.

SEE OF ACCESSIBLE MBTA SERVICE.

BUS AND POLICE DEPARTMENT ASSESSMENT OF FOOT TRAFFIC AND SAFETY.

I'M GOING TO NOW PASS THE SLIDE TO BECKY.

>> GOOD AFTERNOON.

I'M GOING TO SPEAK FOR A FEW MINUTES ABOUT REQUESTS THAT WE RECEIVE ON A REGULAR BASIS FROM FAMILIES REQUESTING ADDITIONAL YELLOW BUS SHUTTLES.

AND THE REASON WHY I'M THE PERSON DELIVERING THIS SECTION OF THE PRESENTATION IS THAT WE ALWAYS HOLD THESE REQUESTS TO AN EQUITY LENS.

IN THE AREA OF TRANSPORTATION, GENERALLY OUR GOAL IS ACTUALLY EQUALITY, NOT EQUITY IN THE SENSE THAT WE ARE NOT RUNNING CRAW SCHOOL BUSES FOR EXAMPLE TO COMMUNITIES THAT HAVE THE HIGHEST NEEDS.

WHAT WE'RE TRYING TO DO IS ACTUALLY ENSURE THAT ALL OF OUR CHILDREN GET TO SCHOOL IN A REASONABLE AMOUNT OF TIME AND HAVE SIMILAR LEVELS OF SERVICE.

SO IN TERMS OF THE SHUTTLE BUSES, THE YELLOW BUS SERVICES, WHENEVER WE HAVE REQUESTS FOR INCREASED SERVICE, WE ARE ALWAYS COMPARING THOSE REQUESTS TO THE CRITERIA THAT DELL JUST REVIEWED.

WE HAVE A VERY CONSISTENT POLICY OF WHICH ROUTES JUSTIFY A YELLOW SHUTTLE BUS AND WHICH DO NOT.

SO FOR EXAMPLE, WE HAVE RECEIVED REQUESTS FROM CHARLESTOWN AND NORTH END RESIDENTS ASKING FOR ADDITIONAL BUS SERVICE SPECIFICALLY TO BOSTON LATIN ACADEMY. THEY REQUESTS WHEN WE REVIEWED THEM WERE NOT CONSISTENT WITH THE CRITERIA WE HAVE SET AND AWE MIND ACROSS THE DISTRICT.

WE ALSO HAVE REQUESTS TO PROVIDE YELLOW BUTTAL SERVICE FOR ALL HIGH SCHOOL STUDENT.

THIS REQUEST, AS MUCH AS I HAVE NO DOUBT EVERY PERSON IN THIS ROOM WOULD LOVE TO PROVIDE IT I MYSELF AM A PAIRMENT OF AN EIGHTH GRADER SO THERE'S NOTHING I WOULD MORE FOR A YELLOW BUS TO COME TO MY HOUSE OR THE CORNER OR SEVERAL BLOCKS AWAY.

THIS WOULD PRESENT SIGNIFICANT LOGISTICAL FINANCIAL AND ENVIRONMENTAL CHALLENGES.

AND AS COUNSELOR EDWARDS WAS ASKING ABOUT EARLIER WE DID DO A COST ESTIMATE OF APPROXIMATELY \$63 MILLION WERE WE TO PROVIDE YELLOW BUS SERVICE FOR ALL HIGH SCHOOL STUDENTS.

THIS WOULD REQUIRE APPROXIMATELY 500 ADDITIONAL BUSES.

OBVIOUSLY ADDING TO TRAFFIC IN THE CITY OF BOSTON AS WELL AS INCREASING GREENHOUSE EMISSIONS AND WE'VE MADE AN ESTIMATE HERE THAT IT WOULD BE 23 MILLION POUNDS OF CARBON DIOXIDE ADDITIONAL EMISSIONS PER SCHOOL YEAR.

IN THE PAST THE OFFICE OF EQUITY IS VERY CAREFULLY REVIEWED EVERY YELLOW SHUTTLE BUS ROUTE TO ENSURE THAT THE CRITERIA WERE CONSISTENT.

THERE ARE A HANDFUL OF SHUTTLE BUSES THAT FALL OUTSIDE OF THOSE CRITERIA AND GENERALLY THAT'S BECAUSE OF WHERE THERE ARE SCHOOLS THAT WHEN WE MADE THE TRANSITION TO HOME BASED SCHOOL ASSIGNMENT, THIS SOME SMALL NUMBERER STUDENTS SURE WORKING THEIR WAY THROUGH THE SYSTEM WHO ARE OUTSIDE THE TRADITIONAL TRANSPORT AREA FOR THEIR SCHOOLS AND THEREFORE IT WAS A HARDSHIP TO THOSE INDIVIDUAL STUDENTS AND WE NEEDED TO PROVIDE AN EXTRA LEVEL OF SERVICE.

SO HERE'S ONE WAY TO LOOK AT THE TYPES OF EQUITY CONCERNS THAT ARE RAISED WHEN WE CONSIDER ADDITIONAL SHUTTLE BUSES.

THIS IS A CHART THAT CONTRASTS SERVICE FOR CHARLESTOWN EAST BOSTON ON THE NORTH END TO BOSTON LATIN ACADEMY WHICH HAS PEOPLE HERE PROBABLY FAMILIAR IS LOCATED IN THE SORT OF NEAR FRANKLIN PARK.

IF WE LOOK AT OUR STUDENTS WHO ARE CURRENTLY TRAVELING TO CHARLESTOWN HIGH

SCHOOL FROM THE NEIGHBORHOODS THAT ARE EITHER AS FAR AWAY AS THAT FIRST COMMUTE THAT WE JUST DESCRIBED TO BLA OR EVEN FURTHER BECAUSE OF COURSE IT'S FURTHER FROM MATTAPAN FOR EXAMPLE TO CHARLESTOWN THAN IT IS FROM CHARLESTOWN TO BLA. WE FIND THAT A VERY SIGNIFICANT NUMBER OF OUR STUDENTS ARE TRAVELING IN THE OTHER DIRECTION AND NOT RECEIVING YELLOW SHUTTLE BUS SERVICE BECAUSE WE ARE APPLYING THESE CONSISTENT CRITERIA ACROSS THE DISTRICT.

SO NOW WE'RE GOING TO MOVE ON TO JOHN IS GOING TO SPEAK ABOUT OUR PUBLIC TRANSPORTATION FOR SEVENTH THROUGH 12TH GRADERS AND SEVEN PASSES.

>> SLEPT.

THANK YOU BECKY.

AS MANY OF OUR COUNCILORS NOW, M72.

PASSES ARE PROVIDED TO SEVEN THROUGH 12TH GRADERS TO TAKE PUBLIC TRANSPORTATION TO SCHOOL AND PROVIDING T PASSES TO OUR UP THROUGH THIS YEAR WE HAVE A CRITERIA HOW FAR STUDENTS LIVE AWAY FROM SCHOOL.

IF YOU'RE SEVEN AND EIGHT IF YOU LIVE A MILE AND-A-HALF AND EIGHT THROUGH 12 IF YOU LIVE BEYOND TWO MILES YOU RECEIVE AN M7T PASS.

THE M7T PASS IS GOOD EVERY DAY PER WEAK TEN MONTHS OUT OF THE YEAR SEPTEMBER THROUGH JUNE.

THE MBTA PROVIDES S BUS SERVICE WHERE REGULAR MBTA CAPACITY IS INSUFFICIENT. IN SOME CASES PEOPLE REFER TO THESE AS MBTA SHUTTLE BUSES WAS THEY ACT A LITTLE BIT DIFFERENTLY FROM THE REGULAR ROUTES THAT MBTA BUSES RUN ALTHOUGH THEY DO RUN ALONG TESTS NATED MBTA PATHWAYS OR ROUTES.

THE MBTA IN PROVIDING THIS SERVICE ADDS ABOUT 200 TRIPS DAILY, 70 IN THE MORNING AND 130 IN THE P.M. KEY ROUTES TO TRANSPORT ADDITIONAL RIDERS MANY ARE STUDENTS GOING TO AND FROM SCHOOL.

AS I WAS CAREFUL TO SAY IN PRESENTING THAT SLY THIS IS WHAT WE'VE BEEN PROVIDING UP THROUGH THIS YEAR.

WE'RE VERY EXCITED AS I KNOW THAT YOU ALL KNOW TO ANNOUNCE THE CHANGE IN THAT PROVISION OF SERVICES AS OF THE 1920 SCHOOL YEAR AHEAD.

WE WERE SUCCESSFUL IN COLLABORATING WITH THE MBTA TO NEGOTIATE A NEW DEAL THAT WOULD ALLOW ALL OF OUR STUDENTS IN GRADE 7 THROUGH 12 ALL BOSTON STUDENTS ATTENDING SCHOOLS IN BOSTON GOING TO SCHOOL IN BOSTON TO RECEIVE M7T PASSES FOR THAT TEN MONTH PERIOD.

THAT AMOUNTS TO ROUGHLY 10,000 ADDITIONAL STUDENTS OR 50% INCREASE IN THE NUMBER OF STUDENTS RECEIVING THESE T PASSES.

IT'S AN INCREDIBLE INVESTMENT THAT MAYOR'S MAKING, IT'S AN INCREDIBLE MOVE THAT THE MBTA IS MAKING FOR THEIR CONTINUE THE PARTNERSHIP WITH BOTH THE SCHOOL DISTRICT AND OUR STUDENTS AND FAMILIES.

WE'RE VERY HAPPY TO SAY THIS AMOUNTS TO NOTHING MORE THAN A \$500,000 INVESTMENT BEYOND WHAT WE WERE PLANNING TO SPEND IN FY20 ALREADY.

WITH THAT ADDITIONAL \$500,000 WE'RE PROVIDING AGAIN AN ADDITIONAL 10,000 T PASSES TO OUR STUDENTS.

IT ALSO EXTREMELY IMPORTANT TO NOTE THAT WE DO NOT SEE THIS EFFORT SIMPLY AS A MEANS OF PROVIDING TRANSPORTATION TO AND FROM SCHOOL.

RATHER, WE'RE SEEING IT AS SOMETHING THAT'S FUNDAMENTAL WITHIN BPS, SOMETHING THAT'S FUNDAMENTAL WITHIN THE WAY WE PREFER TO GOVERN WITHIN THE CITY IN THAT WE WANT OUR STUDENTS AND FAMILIES TO SEE OUR CITY AS A CLASS ROOM.

WE WANT OUR STUDENTS TO BE ABLE TO ACCESS RESOURCES ALL ACROSS BOSTON WHETHER MUSEUMS OR PARKS OR JOBS OR INTERNSHIPS SIMPLY BEING ABLE TO FORM FRIENDSHIPS WITH FELLOW STUDENTS AT SCHOOL.

ONE OF THE PRINCIPALS OF THIS HEARING WAS EQUITY AND I SUBMIT THIS EFFORT WITH MBTA IS IN LINE WITH OUR POSITION TO PROVIDE EQUITY TO OUR STUDENTS.

THERE HAS BEEN INEQUITY IN THE PAST THAT SOME STUDENTS HAVE BEEN ABLE TO ACCESS

RESOURCES ACROSS TOWN WHEREAS OTHERS HAVEN'T.

WE BELIEVE THIS DOES A FAIR JOB OF CLOSING THAT GAP SO THAT ALL OF OUR STUDENTS NOW CAN ACCESS RESOURCES ACROSS THE CITY.

WITH THAT, I WILL CLOSE AND ASK FOR QUESTIONS BUT IN DOING SO, I THINK IT'S GOOD TO END ON THAT NOTE OF EQUITY BECAUSE AS I SAID BEFORE THE TEAM HERE AND BACK HE AT THE BOWING BUILDING WORKS TIRELESSLY EVERY DAY TO PROVIDE SAFE AND RELIABLE ON TIME TRANSPORTATION FOR OUR STUDENTS AND ALSO AIMS TO DO IT DAY IN AND DAY OUT WITH EQUITY FOREMOST IN MIND.

THANK YOU.

>> THANK YOU ALL FOR YOUR PRESENTATION.

BECKY JUST ONE POINT OF CLARIFICATION.

YOU SAID THAT ALL OF US WOULD LIKE ALL OF OUR KIDS TO HAVE ACCESS TO YELLOW BUS SUPPORT OR TRANSPORTATION.

I WOULD NOT.

>> REALLY.

>> I DON'T THINK WE NEED 500 MORE BUSES.

>> I DIDN'T MEAN IT LIKE THAT.

>> IT SHOULD HAPPEN BUT RATHER IT WOULD BE NICE IF IT WOULD HAPPEN.

>> A MILLION MORE DOLLARS.

>> YES.

>> I HAVE A QUICK QUESTION ABOUT THE SLIDE.

IT HAS A BREAK DOWN ON THE YELLOW SHUTTLE BUS SERVICES.

HOW DID WE DETERMINE THE A.M. AND P.M. SHUTTLES AND WHAT'S THE CAPACITY OF THOSE BUSES?

ARE THEY BEING FILLED TO CAPACITY AND THAT'S WHY WE'VE ADDED ADDITIONAL BUSES AS OPPOSED TO LOOPING THE SAME BUS?

>> WELL THE AM VERSUS THE PM, IN THE PAST WE HAD BUSES THAT WOULD DO MULTIPLE TRIP FOR STUDENTS PARTICULARLY CHARLESTOWN HIGH EAST BOSTON.

BUT BECAUSE OF TIME WITH THE ROUTE WE HAD TO ADD ADDITIONAL SHUTTLES.

THE BUSES ARE USUALLY FILLED TO CAPACITY.

WE'VE HAD A FEW PEOPLE GO OUT AND MAKE SURE KIDS ARE RIDING BUSES AND WE HAD TO ADD MORE SHUTTLE BUSES PARTICULARLY TO THESE TWO SCHOOLS BECAUSE OF TIME AND ISSUES IN THE PM.

>> SO I WORKED IN EAST BOSTON HIGH FOR A NUMBER OF YEARS, I KNOW THE YELLOW BUS AT THE END OF THE DAY BECAUSE OUR KIDS WOULD RUSH OUT OF THE BUILDING TO CATCH THAT BUS.

WHY DID WE CHOOSE TO PUT A SHUTTLE BUS AT EAST HIGH OR CHARLESTOWN HIGH?

IS IT BECAUSE THE WALK IS TOO LONG OR IS IT BECAUSE WHERE NEIGHBORS HAVE ASKED TO KEEP THE KIDS OFF THE STREETS?

WHAT IS THE REASON FOR PUTTING THOSE SHUTTLE BUSES THERE BECAUSE IT'S NOT THAT LONG OF A WALK FROM EAST HIGH TO I THINK IT'S MERIDIAN STREET WHERE THEY COULD CATCH THE MBTA.

>> IT IS FOOT TRAFFIC IN THE NEIGHBORHOODS WHERE THERE'S COMPLAINTS OF THAT INITIAL.

>> TYPICALLY WHEN WE PROVIDE THAT SERVICE IT'S TO GET STUDENTS THAT LAST SORT OF FRACTION OF THE WAY TO SCHOOL WHETHER IT BE YELLOW BUSES THAT TAKES STUDENTS TO LATIN ACADEMY OR YELLOW BUS IN EAST BOSTON TO TAKE STUDENTS THAT LAST MILE OR SO TO THE SCHOOL.

AS THE CROW FLIES IT MIGHT NOT BE THAT LONG OF A WALK BUT IT IS STILL A WALK THAT WOULD PREFER FOR THE STUDENTS TO AVOID AND WE HAVE HAD COMPLAINTS FROM COMMUNITIES IN THE PAST ABOUT NUMBER OF STUDENTS WALKING IN THE ENABLE TO GET TO SCHOOL SO WE PROVIDE TO MITIGATE THAT WITH THE BUS SERVICE.

>> IT'S A HORROR WHEN PEOPLE MOVE IN NEXT TO A BIG HIGH SCHOOL AND THEY IMAGINE KIDS WALKING TO AND FROM SCHOOL IN THE MORNING.

I THINK IT WOULD BE INTERESTING TO LOOK AT THOSE SHUTTLE BUSES IN PROXIMITY TO MBTA

SPOTS ESPECIALLY FOR OUR HIGH SCHOOL KIDS TO THAT NOW IN THE NEW YEAR ALL HAVE SEVEN CARDS TO HOP ON THE T.

>> COUNCILOR, IF I MAY.

I'M SORRY, BECKY.

I WOULD JUST REMIND FOLK THAT THAT CRITERION I MENTIONED ABOUT COMMUNITY COMPLAINTS ARING BELIEVE ME THAT IS NOT AT THE TOP OF OUR PRIORITY LIST.

IT SOMETIMES PLAYS INTO IT AND MIGHT SORT OF TIP THE SCALES FOR THE NEED OF THE BUS WE ALREADY THOUGHT COULD BE THERE ANYWAY.

>> AT THE TOP OF A HILL SO MAYBE IN THE MORNING GETTING THE KIDS UP THAT HILL TO SCHOOL ON TIME BUT WALKING DOWNHILL IS PRETTY EASY AT THE END OF THE DAY.

>> I WAS GOING TO UNDERLINE THE SAME THING THAT JOHN WAS SAYING.

I KNOW FREQUENT THE CHARLESTOWN HIGH WHEN THE OFFICE OF EQUITY DID OUR ANALYSIS OF ALL THE YELLOW SHUTTLE BUS SERVICES, THAT PARTICULAR ONE WAS ONE WHERE THE BOSTON POLICE DUPE FELT STRONGLY THAT THERE WAS A SAFETY ISSUE AROUND THE FOOT TRAFFIC SO IT WASN'T JUST THE NEIGHBORHOOD HAVING UPSET BUT RATHER AN ACTUAL SAFETY CONCERN.

>> YOU MENTIONED THE COLLABORATIVE NATURE BETWEEN THE M7, THE INVESTMENT FOR NEXT YEAR WITH THE MBTA.

WHAT IS THE MBTA CONTRIBUTING TO THIS?

>> THEY ARE CONTRIBUTING A LOT.

IN THE PAST, WE WOULD HAVE A RATE PER PASS PER STUDENT PER MONTH.

THAT WOULD BE \$29 PER MONTH FOR EVERY ONE OF OUR STUDENTS THAT WE PROVIDE SERVICE FOR.

REMEMBER TOO IT'S NOT JUST FOR BPS STUDENTS IN GRADES 7 THROUGH 12 BUT ALSO CHARTER STUDENTS AND OTHER PRIVATE AND PAROCHIAL STUDENTS THAT WE PROVIDE THAT SERVICE FOR.

WHAT WE'VE BEEN ABLE TO NEGOTIATE WITH MBTA IS A FLAT RATE FOR FY20 AT \$ 6.7 MILLION WHICH IS ABOVE WHAT WE WERE PLANNING TO SPEND FOR OUR PASSES FOR STUDENTS.

WHAT MBTA HAS DONE THEY'VE BROKEN AWAY FROM THE PER PASS METHODOLOGY FOR A FLAT RATE.

IF YOU DIVIDE THE PASSES INTO THE \$6.7 MILLION ITND UP BEING FAR FAR CHEAPER THAN \$29 PER MONTH.

WHAT YOU CAN SAY THE MBTA HAS DONE IS QUITE A BIT.

THEY ARE ALLOWING US TO PURCHASE 10,000 MORE PASSES AT \$500,000 WHICH IS AN INCREDIBLE DISCOUNT ON THE RATE WE WOULD TYPICALLY PAY FOR THAT MANY MORE T PASSES.

>> THANK YOU.

COUNCILOR EDWARDS.

>> THANK YOU.

I WAS ALERTED TO SEVERAL TOPICS I WANTED TO DIVE DEEPER INTO.

MY UNDERSTANDING IS ESPECIALLY WITH OTHER T IN EQUITY.

MY UNDERSTANDING IS BY BPS'S OWN RESEARCH FOR MOVING TO T PASSES FOR EVANTH AND EIGHTH GRADERS BLA WAS FOUND TO BE ONE OF THE MOST INACCESSIBLE SCHOOLS ON THE T IT IS MORE THAN A MILE FROM THE TRAIN STATION AND A MILE FROM DUDLEY AND IT IS ONLY ACCESSIBLE BY BUSES.

SO COMPOUND THAT FOR FOLKS, KIDS COMING WITH THE CHALLENGE OF LIVING IN MORE ISOLATED GEOGRAPHICAL, YOU CAN'T CONTROL THE GEOGRAPHY OF CHARLESTOWN IN EAST BOSTON.

THERE SEEMS TO BE AN EXTRA ADDED BURDEN, THOUGH IN THE MOVE FOR EQUITY, IT'S STILL NOT EQUITABLE FOR THOSE KIDS WHO ARE COMING FROM EAST BOSTON IN CHARLESTOWN OR YOU CAN ARGUE GOING UP TO EAST BOSTON AND CHARLESTOWN.

THERE'S NOT EQUITY EVEN WHEN MOVING TO THE T PASSES.

THEY HAVE A SPECIAL BURDEN.

AND SO I BELIEVE AT SOME POINT BPS AND THEIR HISTORY HAD BEEN, HAD PROVIDED A BUS ACTUALLY FROM EAST BOSTON FROM HALFIC TO BLA TO COMPENSATE FOR THAT DIFFICULTY AND I'M CURIOUS WHY WE NO LONGER PROVIDE THAT BUS.

>> DELL I'LL HAVE TO DEFER TO YOU ANSWERING THAT.
FROM THE CHART OF SLIDE SIX WHICH I THINK IS CLEAR IF WE'RE TALKING ABOUT ONE SPECIFIC SCHOOL HERE AND THAT SCHOOL BEING BOSTON LATIN ACADEMY YOU CAN SEE THAT SCHOOL RECEIVES FAR MORE SHUTTLE SERVICE THAN ALL THE OTHER SCHOOLS IN THAT CHART. SO WE ARE TRYING TO ACCOMMODATE THE NEEDS OF THOSE STUDENTS KNOWING THAT THERE IS A DISTANCE TO GO FROM STATION TO STATION WHERE MANY OF OUR YELLOW SCHOOL BUSES WILL PICK THEM UP AND BRING THEM TO BLA.
I CAN'T SPEAK WITH DETAILS ABOUT THE BUS MAY HAVE BEEN PROVIDED IN THE PAST I DON'T KNOW IF IN FACT IF IT WAS OR IT WASN'T.
>> IT WAS.
>> IF MBTA PROVIDE A BUS THEY NO LONGER PROVIDE ONE OF THOSE S BUSES I RED TO I CAN'T SPEAK TO THE REASON WHY THOSE BUSES ARE NO LONGER IN SERVICE.
I DON'T KNOW IF YOU CAN SPEAK TO THE YELLOW SCHOOL BUS.
>> I'M NOT AWARE OF ON THE ADDITIONAL BUS FROM EAST BOSTON DIRECTLY.
THE ONLY ADDITIONAL BUS WAS WAS RELEVANT STATION THAT WAS -- STATION WAS TAKEN AWAY BECAUSE THERE WAS LOW RIDERSHIP ON THE BUS.
>> WE'RE FINDING MORE AND MORE OF OUR KIDS GETTING IN THE EXAM SCHOOLS ESPECIALLY BLA AND OWE BRYANT.
SO THE OWE BROINT GETS NO BUS SERVICES FROM EAST BOSTON.
IS THERE NOR UNDERSTANDING WHY.
>> YES.
IT'S CLOSE TO A STOP THAT IT DOESN'T JUSTIFY YELLOW SHUTTLE BUS SERVICE.
>> SO MOVING ON TO SEVERAL SPECIFIC CASES THAT I HAD MENTIONED, ACTUALLY I'M GOING TO GO INTO SO MANY MORE SPECIFIC QUESTIONS.
SO ONE OF THE STUDENTS I'M PARTICULARLY CONCERNED ABOUT IS THE IEP STUDENTS.
HE IS CONSISTENTLY ON THE BUS FOR MORE THAN AN HOUR.
I'M CURIOUS, DO YOU TRACK TRAVEL TIME BY STUDENTS AND BY THE IEP STUDENTS.
>> DO WE TRACK TRAVEL TIME, YES WE TRACK TRAVEL TIME AND CERTAINLY WE KNOW HOW LONG THE ROUTES ARE AND WE ALSO KNOW THAT UNFORTUNATELY WE HAVE CAUSE FOR MANY OF OUR STUDENTS TO DIVERSE TO TRAVERSE THIS CITY AT GREAT LENGTH.
THIS IS SOMETHING WE TALKED ABOUT IN OUR LAST TRANSPORTATION HEARING A FEW WEEKS AGO THAT MANY SCHOOLS ARE PULLING STUDENTS FROM ACROSS THE CITY.
THERE HAS BEEN TALK IN THE PAST ABOUT A LEGAL ONE HOUR LIMIT.
THAT'S ONLY THE CASE IN THE TERMS OF STUDENTS WITH SPECIAL NEEDS AT WHICH POINT FAMILIES WOULD SIGN A WAIVER ALLOWING FOR TRAVEL TIME INNING CESS OF AN HOUR.
WE HAVE SOME STUDENTS WHO LIVE IN BOSTON BRIGHTON AND HAVE IEPs THAT TAKE THEM TO SCHOOL IN DORCESTER.
WHEN YOU'RE ATTENDING SCHOOL AT 8:30 IN THE MORNING COMING FROM AUSTIN BRIGHT AND DORCESTER I DON'T MEAN TO SOUND DEFEATIST BUT IT'S IMPOSSIBLE TO DO THOSE TRIPS IN AN HOUR.
ONE QUESTION OR CRITICISM WE HEAR QUITE A BIT ARE WHY ARE YOUR BUSES EMPTY OR ONLY HAVING A FEW STUDENTS ON THEM.
THIS IS WHY BECAUSE WE HAVE A NUMBER OF STUDENTS WHO GO GREAT DISTANCES TO GET FROM HOME THE TO SCHOOL AND IN ORDER TO DO THAT YOU CAN ONLY TAKE A COUPLE STUDENTS ON THOSE BUSES TO MAKE IT THERE IN A REASONABLE AMOUNT OF TIME.
CERTAINLY WE AIM TO HAVE A SHORTER TIME ON THE BUS AS WE POSSIBLY CAN.
IT'S NOT FAZZABLE IN SOME CASES PARTICULARLY WHERE OUR SPECIAL EDUCATION IS, WHERE FAMILIES LIVE, WHERE STUDENTS CHOOSE TO GO TO SCHOOL.
WE DO EVERYTHING WE CAN TO ACCOMMODATE THOSE NEEDS BUT IN SOME CASES IT'S NOT REASONABLE.
>> IN ALL CASES IT'S A LEGAL REQUIREMENT IF THEY HAVE SPECIAL NEEDS FOR THEM TO STAY WITHIN THAT HOUR AM I CORRECT.
>> YOU ARE CORRECT EXCEPT FOR THE FACT WE ASK FAMILIES TO FILL OUT A WAIVER IF IT'S NOT POSSIBLE.

SO IF YOU'RE ATTENDING SCHOOL --

>> IN MY CASE SHE DIDN'T SIGN A WAIVER.

>> THEN I THINK WE SHOULD FOLLOW UP OFF LINE TO GET THE INFORMATION FOR THAT PARTICULAR FAMILY.

IT COULD BE WE'RE IS HE WELL AWARE OF THAT FAMILY ALREADY AND IT MIGHT BE WE NEED TO WORK WITH THE SPECIAL EDUCATION DEPARTMENT TO FIND A PLACEMENT FOR THAT STUDENT.

WE'RE NOT WILLINGLY PUTTING STUDENTS ON BUSES WHEN IT'S GOING TO TAKE AN HOUR TEN MINUTES IF WE CAN AVOID IT.

IF THEY ARE PLACED AT A SCHOOL ACROSS TOWN, I DON'T MEAN TO SOUND DEFEATIST OR DEFENSIVE THERE IS NOTHING WE CAN DO IN SOME CASES TO BE ABLE TO MEET THE COMMUTE AND BEAT THE RUSH HOUR AND GET THE STUDENTS TO A CERTAIN LOCATION ACROSS BOSTON UNDER AN HOUR AND IT'S NOT A LARGE NUMBER OF CASES.

>> THIS IS FROM CHARLESTOWN TO EAST BOSTON DEALING WITH A KID IN AN ELEMENTARY SCHOOL IN TERMS OF DISTANCE AND TERMS OF TRAVEL.

>> WE SHOULD LOOK INTO THAT.

>> I HEARD THE BUZZER.

I HAVE MANY QUESTIONS AND MANY MORE ROUNDS TO GO.

>> I WANT TO NOTE WE'VE BEEN JOINED BY COUNCILOR JANEY AND COUNCILOR FLYNN. COUNCILOR O'MALLEY.

>> THANK YOU MADAM CHAIR.

THANK YOU COUNCILOR EDWARDS FOR YOUR LEADERSHIP IN OFFERING THIS AFTERNOON. LADIES AND GENTLEMEN.

JOHN IF MY MATH IS CORRECT AND IT SHOULD BE BECAUSE I'M AN ALUMNUS OF BOSTON PUBLIC SCHOOLS INCREASING A TOTAL OF 30,000 STUDENTS, 10, AT A \$500,000 INCREMENT, \$6.7 MILLION FLAT FOAM IS \$22 AS OPPOSED TO \$29.

THAT'S REAL SAVING AT A BETTER NEGOTIATED PRICE.

THAT'S A GOOD PARTNERSHIP WITH THE T.

THERE'S MORE OPPORTUNITY WITH MORE PARTNERSHIPS WITH THE T AND WELL DONE ON THAT AND COMMEND THE MAYOR FOR HIS EFFORTS DONE ON THIS.

THIS IS A VERY VERY IMPORTANT STEP FOR HIGH SCHOOL AND MIDDLE SCHOOL STUDENTS.

CAN YOU TALK BRIEFLY, I DON'T THINK YOU GOT INTO IT BUT I KNOW THIS HAS COME UP BEFORE ABOUT SUPPLEMENTAL BUSES.

FEDERAL POLICIES DICTATE THAT BECAUSE THERE ARE SIGNIFICANTLY MORE PEOPLE ON THE ROUTES.

I THOUGHT THIS WAS MY UNDERSTANDING.

THERE WAS SOME FEDERAL POLICY THAT PROVIDED FOR THOSE SUPPLEMENTAL BUSES.

>> I'LL ASK PETER TO COME DOWN.

OF YOU IF NOT ALL OF YOU HAVE FROM PETER BEFORE IN PREVIOUS CITY COUNCILS.

HE IS OUR LIAISON FLEET AND COMPLIANCE MANAGER.

I ASK THAT HE ADDRESS THAT QUESTION.

AS HE'S GETTING SEATED, WHAT I WOULD SAY AS FAR AS THE M7 DISCOUNT IS CONCERNED, I COULD HAVE GIVEN YOU THAT \$22 AMOUNT EARLIER.

WE'RE LOOKING AT IT THERE ARE 30,000 PASSES THAT WILL BE OUT THERE NEXT YEAR.

IT'S HARD TO LOOK AT IT AS A PER PASS BECAUSE MANY OF THOSE STUDENTS ACTUALLY WON'T BE RIDING BUT WHEN YOU DO THE MATH YES IT'S A FANTASTIC DISCOUNT.

WHEN YOU DO THE MATH AT THE 5 ON 00,000 FOR THE EXTRA 50,000 IT'S \$5 A MONTH WHICH IS AMAZING.

>> GOOD.

PETER.

>> THE WGA RECEIVES FUNDS FROM THE FEDERAL TRANSIT ADMINISTRATION TO PURCHASE BUSES.

THERE ARE RESTRICTIONS ON THE USE OF THOSE FUNDS.

AND THERE ARE TWO VERY DISTINCT RESTRICTIONS.

ONE.

IS THEY WILL NOT FUND BUSES IF A CONTRACTOR IS AVAILABLE TO DO IT OR HAD PREVIOUSLY DONE IT.

SO IF THE MBTA WAS FOUND TO BE OPERATING A TRIP, IT WOULD TAKE BUT ONE CONTRACTOR TO SAY I COULD HAVE DONE THAT TRIP AND THAT WOULD GERARDIZE THEIR EQUIPMENT FUNDING.

-- JEOPARDIZE THEIR EQUIPMENT FUNDING.

WHEN IT COMES TO SCHOOL CHILDREN THERE IS SOMETHING CALLED SCHOOL TRIPPER SERVICE. THEY CANNOT RUN EXCLUSIVE SERVICE FOR SCHOOL CHILDREN ONLY BUT THEY CAN RUN THE REGULAR ROUTES.

ANY OF THE S BUSES THAT ARE OPERATED THAT SEVEN PRIMARILY CHILDREN HAVE TO STOP AT EVERY SINGLE STOP IF AN ADULT IS PRESENT AND MAKE EVERY STOP.

SO THE MAJORITY OF THEM DO JUST THAT.

IF THEY DON'T ALLOW REGULAR PASSENGERS ABOARD THEN THEY CANNOT PERFORM THE SERVICE.

SO IT'S NOT CLUSIVE.

NOW LET'S BE CANDID.

MOST ADULTS ALONG THE LINE WILL CHOOSE TO TAKE DIFFERENT BUS THAN THE PUSS THAT HAS 50 OR 60 HIGH SCHOOL STUDENTS.

MATT, IN YOUR AREA, THE 36 IS SUPPLEMENTS.

THE 36 BUS GOES TO WEST ROXBURY AND THEN THERE ARE SCHOOL BUSES ALSO THAT SUPPLEMENT THAT.

SOME OF THOUGH BUSES THAT COME FROM WEST ROXBURY AND HYDE PARK CONTINUE ON.

AND ONE OF THE REASONS THEY DO THAT IS THAT FOR EXAMPLE SOME BUSES CONTINUE ON TO TOWNSEND AND HUMBOLDT FOR BLA AND SOME CONTINUE ON TO BOSTON LATIN.

THAT ELIMINATES THREE OUR 400 STUDENT GETTING OFF AND WAITING ON THE PLATFORM AND THEY RUN OUT OF PLATFORM.

WE HAVE ABOUT 5,000 KIDS THAT FLOOD THROUGH THAT STATION.

SO THEY CONTINUE ON.

NOW ANY ADULT FREQUENT THE BUS THAT COMES, THE 32 WILL COME IN, THE 34, A NUMBER OF THEM WILL COME IN.

ANY ADULT CAN GET ON THAT BUS AT FOREST HILLS AND CONTINUE ON TO HUMBOLDT AND TOWN SEND AS WELL.

THEY ARE ADDING CAPACITY.

BUT IT'S A QUESTION OF THEY BEING IN VIOLATION OF THEIR FUNDING COVENANTS AND THAT'S WHY THEY DON'T DO IT.

THE OTHER QUESTION OFTEN ASKED IS WHY DO I SEE BUSES LINED UP AT BOSTON LATIN.

YOU SEE BUSES LINED UP AT BOSTON LATIN BECAUSE THERE'S NOT ROOM TO PARK 13MBTA BUSES ON HUNTINGTON AVENUE.

AND THEY ORIGINATE THEIR TRIP THERE.

THE BLA BUSES A NUMBER OF THEM WILL START THEIR LOOP BE IT THE 28 TO MATTAPAN OR A BUS LIKE THAT RATHER THAN STARTING AT DUDLEY STATION THEY'LL MAKE THE LOOP STARTING AT BLA.

COLLECT THE STUDENTS GO DOWN TO MATTAPAN AND COME BACK.

THEY'RE JUST DOING THE LOOP IN A LITTLE BIT DIFFERENT MANNER.

>> I APPRECIATE THAT CONTEXT.

I KNEW THERE WERE SOME FEDERAL GUIDELINES THAT FURTHER COMPLICATED WHAT WE CAN AND YOU ALL CAN AND CANNOT DO AND THE CAPACITY IS A CRUCIAL PART AS WELL.

>> THAT'S CORRECT.

I'VE SEEN YOU'RE FROM JP WEST ROXBURY I THINK.

36 IS A GOOD EXAMPLE WHERE THERE ARE SCHOOL TEE SERVICES ONLY WHERE THEY SUPPLEMENT ADULTS.

THAT'S REGULAR EXALSLY TO HANDLE THE STUDENTS.

>> VERY GOOD.

THANK YOU VERY MUCH.

FOR THIS ROUND I DID ANOTHER BACK OF THE ENVELOPE ON THE PER PEOPLE SPENDING. THIS IS SOMETHING WE BROUGHT UP IN THE PAST.

IF YOU'RE LOOKING AT CHARTER CORNER VERSUS DOOR TO DOOR ABOUT 91% OF CHARTER SCHOOL STUDENTS WHOM WE TRANSPORT PICKED UP AT THE CORNER, 9% ARE DOOR TO DOOR, PRIVATE PAROCHIAL IS EVEN GREATER, 334 STUDENT ARE PICKED UP AT THE CORNER. ONE STUDENT IS PICKED UP PRIVATE PAROCHIAL BUT BPS THE 72% ARE PICKED UP AT THE CORNER AND 28% ARE DOOR TO DOOR.

ADMITTEDLY IT'S A MUCH LARGER POOL, ADMITTEDLY MANY MORE KIDS WHO HAVE SPECIAL CIRCUMSTANCES AND REQUIRE SPECIAL NEEDS AND THAT'S OBVIOUSLY SOMETHING THAT WE SHOULD DO.

BUT I WONDER HAS THERE BEEN AN EFFORT TO TRY TO MOVE KIDS OR MAYBE WHEN THEY GET OLDER FROM THAT DOOR TO DOOR PICK UP TO THE CORNER PICK UP WHICH I WOULD THINK WOULD BE SAFE WOULD BE GREAT FOR THEM TO SORT OF, JUST THE BEP FELT ISMENT MEASURABLE I UNDERSTAND THAT AND YOU UNDERSTAND THAT BUT IS THERE AN EFFORT TO MOVE KIDS DOOR TO DOOR FROM THE CORNER.

>> MY UNDERSTANDING IS WHEN A STUDENT'S INDIVIDUALIZED EDUCATION PLANNER IIP IS REVIEWED ALWAYS PART OF THAT REVIEW IS WHETHER EACH COMPONENT OF THAT PLAN STILL NEEDS TO REMAIN AS THEY GET OLDER AND ONE OF THOSE COMPONENT IS DOOR TO DOOR SO WE DO SEE SOME STUDENTS WHO AS THEY GROW OLDER AND THEY ARE DEVELOPMENTALLY ADVANCING ARE MOVED FROM DOOR TO DOOR TO CORNER SERVICE.

IT IS A DISCUSSION THAT HAPPENS, THAT INCLUDES THE FAMILY AND THE EDUCATORS THAT WORK WITH THAT YOUNG PEPPER.

>> I WOULD ALSO ADD, COUNCILOR, THAT A NEW ACCOMMODATION LEVEL LET'S CALL IT THAT WE BEGIN LAST YEAR AND WE PILOTED IN THE 17/18 SCHOOL YEAR AND HAD IT AGAIN -- THAT'S A BIT OF A MIDDLE GROUND BETWEEN DOOR AND DOOR AND CORNER.

WHAT THAT MIGHT MEAN IS IF YOU LIVE HALFWAY DOWN A DEAD END STREET AND YEARS AND YEARS YOU'VE BEEN PICKED UP DOOR TO DOOR AND NOW YOU'VE PROGRESSED ENOUGH TO THE POINT WHERE YOU NO LONGER NEED THAT LEVEL OF ACCOMMODATION BUT CAN'T WALK THE THREE AND-A-HALF BLOCKS TO GET TO THE CORNER THAT YOUR BUS TYPICALLY SERVES MAYBE YOU CAN WALK TO THE END OF YOUR STREET IN WHAT WE CALL THE NEAREST CORNER OR ACCOMMODATING CORNER AND YOU WOULD BE PICKED UP THERE.

WE'VE BEEN WORKING CLOSELY WITH THE SPECIAL EDUCATION OFFICE ON TO ONE CREASE THE LET'S CALL IT ADOPTION RATE OF SERVICE AMONG STUDENTS WITH IEP DOOR TO DOOR COMBINATIONS.

THE LAST THING I'LL ADD THERE IS WE ALSO HAVE A PROGRAM FOR STUDENTS WITH TYPICALLY SEVERE COGNITIVE DISABILITIES STALLED THE STRIVE PROGRAM.

ONE OF THE FEATURES OF THE STRIVE PROGRAM IS TO DO TRAVEL TRAINING WITH STUDENTS, PARTICULARLY THOSE STUDENTS HOW ARE AT AN OLDER AGE NEARING THE END OF THEIR TIME WITHIN BPS.

MIGHT DO TRAVEL TRAINING SO THEY CAN BE EDUCATED THEMSELVES HOW TO ACTUALLY ACCESS PUBLIC TRANSPORTATION FROM THEIR HOME AND GET TO SCHOOL.

WE HAVE PEOPLE FROM WITHIN THAT PROGRAM WHO GO WITH THOSE STUDENTS DAY IN AND DAY OUT FOR A SHORT PERIOD OF TIME AT A POINT WHERE THEY ARE NOW ABLE TO DO IT ON THEIR OWN AND THEY COME OFF THE YELLOW BUS SERVICE.

>> THANK YOU.

THAT'S ALL MADAM CHAIR.

>> COUNCILOR JANNEY.

>> THANK YOU.

JUST ON THE DOOR TO DOOR.

CERTAINLY ANY KIND WHO NEEDS DOOR TO DOOR SHOULD CONTINUE TO RECEIVE DOOR TO DOOR SERVICES.

I'M NOT AS OPTIMISTIC AS YOU ARE, BECKY, THAT THERE IS A SYSTEM YOU CAN APPROACH TO REALLY ADDRESSING THIS ISSUE.

I AM ENCOURAGED TO HEAR THE ACCOMMODATED CORNER APPROACH.

I THINK THAT GIVES OUR YOUNG PEOPLE MUCH MORE INDEPENDENCE AND STILL MEETS THE NEEDS FOR THOSE WHO REQUIRE SOME SORT OF PICK UP CLOSER THEIR HOME, WHICH IS GREAT. BUT I WOULD ENCOURAGE AND I THINK I RAISED THIS AT THE LAST TRANSPORTATION HEARING THAT WE HAD THROUGH WAYS AND MEANS AROUND LOOKING AT TORE TO DOOR MORE CLOSELY TO MAKE SURE THOSE WHO ARE ABLE TO WALK FURTHER THAT THEY ACTUALLY DO THAT.

>> CAN I JUST ADD ONE COMMENT, COUNCILOR JANNEY, THAT I INITIALLY SHARED YOUR CONCERN AND I DO THINK WE NEED TO CONTINUE TO WORK WITH OUR SPECIAL EDUCATION COORDINATORS TO LOOK AT THIS ISSUE BUT WE DID ACTUALLY RUN AN ANALYSIS TO SEE, I WAS CONCERNED THAT PERHAPS SOME PARENTS WERE MORE SUCCESSFUL AT ADVOCATING FOR THEIR CHILDREN TO RECEIVE DOOR TO DOOR THAN OTHERS AND WE SPECIFICALLY RAN A RACIAL ANALYSIS AND BROKE OUT WHO GETS DOOR TO DOOR AND THE PROPORTION OF STUDENTS RECEIVING DOOR TO DOOR IS THE SAME AS OUR PROPORTIONS OF SPECIAL EDUCATION STUDENTS.

>> HOW MANY HAVE ACTUALLY MOVED TO THE CORNER?

SO WHEN YOU SAY THERE'S MOVEMENT HAPPENING AND FOLKS ARE --

>> I DON'T KNOW.

>> TO BE FAIR, WE'VE SEEN A SLOW TAKE UP RATE OF THAT ACCOMMODATED CORNER. PARTICULARLY LAST YEAR, I DON'T KNOW THE NUMBERS OFFHAND BUT I CAN TELL YOU IT WAS A VERY SMALL PORTION OF OUR RIDERSHIP.

WE HAD THE ACCOMMODATED CORNER STATISTICS IN OUR LAST PRESENTATION BACK TOWARD THE END OF FIB.

I WOULD ASK YOU TO REFERENCE THAT AND WE CAN CERTAINLY PULL IT BACK UP AND SHARE IT WITH YOU.

>> I WANT TO SKIP AHEAD.

WE'VE GOT VERY LIMITED TIME.

PAGE 7 ON THE SLIDE AND PERHAPS YOU COVERED THIS IN YOUR PRESENTATION, I CAME IN ANY WAY THROUGH.

IF YOU CAN JUST PROVIDE A LITTLE MORE DETAIL ON THIS CRITERIA.

WHEN YOU SAY THE LENGTH OF WALKING DISTANCE FROM AN MBTA SUBWAY STOP OR BUS STOP WHAT IS THE ACTUAL LENGTH.

WHEN WE TALK ABOUT THE FREQUENCY OF SERVICE, WHAT IS THE ACTUAL SCHEDULE THAT YOU WANT TO SEE AND THEN I'D LIKE TO UNDERSTAND MORE ABOUT THIS FOOT TRAFFIC ISSUE.

>> SLIDE 7.

ON THE CRITERIA.

>> A GOOD EXAMPLE WOULD WEST ROXBURY HIGH SCHOOL.

THE DISTANCE OF THE SCHOOL FROM LIKE FOREST HILLS TO -- STAYING IS A COUPLE MILES OF STUDENTS.

IT'S NOT REALISTIC STUDENTS TO WALK.

>> MY QUESTION IS WHAT IS THE LENGTH OF DISTANCE.

IS IT A HALF MILE A MILE, TWO MILES, THREE MILES.

WHAT WILL THEN TRIGGER THE SHUTTLE BUS?

WHAT IS THE ACTUAL DISTANCE.

>> WHAT I WILL SAY WE CAN LOOK AT UP FOR YOU.

I DON'T BELIEVE, THIS IS MYSELF TALKING, I'M NOT TECHNICALLY IN THE DEPARTMENT OF TRANSPORTATION MAKING THOSE DECISIONS BUT I BELIEVE THERE'S NO FINITE DISTANCE BECAUSE WHERE WE PROVIDE THOSE SERVICES IT'S OBVIOUS THE STATION IS SO FAR AWAY THERE'S NO NEED FOR AN ACTUAL CUT OFF POINT.

IN OTHER CASES WHERE THE SUBWAY STATION MIGHT BE CLOSER TO THE SCHOOL FOR EXAMPLE SULLIVAN SQUARE AND CHARLESTOWN HIGH MIGHT BE MORE OF A SAFETY ISSUE WHERE BECKY MENTIONED ISSUES AROUND BPT CONCERNS.

IT'S INCORRECT TO SAY THERE ARE HARD AND FAST THRESHOLDS WE HAVE TO LOOK AT, AT EACH OF THESE CRITERIA, BECAUSE WHEN IT HAPPENS, IT'S VERY OBVIOUSLY FITTING ONE OF THESE CITIAN IF THE THAT MAKES SENSE.

>> WEST ROXBURY IS VERY FAR FROM THE T.

I GUESS, SO HOW DO YOU THEN ENSURE THE EQUITY PIECE IF THERE ISN'T HARD FAST CRITERIA

NUMBER ONE.

AND TWO, WHAT IS THE FOOT TRAFFIC ISSUE?

IS THIS THAT YOU KNOW MAYBES WHO LIVE NEAR A SCHOOL ARE ANNOYED BY THE PRESENCE OF YOUNG PEOPLE OR ARE WE ACTUALLY CONCERNED ABOUT THE SAFETY OF OUR YOUNG PEOPLE.

>> I CAN SPEAK TO THIS.

SO TWICE NOW OVER THE LAST FEW YEARS THE OFFICE OF EQUITY HAS RUN AN ANALYSIS OF THE YELLOW SHUTTLE BUS SERVICE TO MAKE SURE THAT CONSISTENT CRITERIA ARE BEING APPLIED. AND BOTH TIMES WE FOUND THAT NEARLY ALL OF THE SHUTTLES FIT VERY CONSISTENT CRITERIA THAT DELL WENT OVER EARLIER.

THERE'S A VERY SMALL NUMBER THAT FELL OUTSIDE OF THOSE CRITERIA AND HAVE SPECIFIC SITUATIONS ASSOCIATED WITH THEM.

BUT OVERALL THEY ARE USING VERY CONSISTENT CRITERIA TO DETERMINE.

AND IN TERMS OF THE FOOT TRAFFIC, GENERALLY IT'S BEEN AN ISSUE RAISED BY BOSTON POLICE DEPARTMENT.

IT'S VERY FEW OF OUR SHUTTLES ARE THERE BECAUSE OF FOOT TRAFFIC BUT THERE ARE A FEW WHERE THERE WERE CONCERNS.

FOR EXAMPLE STUDENTS CROSSING PARTICULAR STREETS THAT POLICE HAVE CONCLUDED ARE DANGEROUS FOR OUR STUDENTS.

THIS KIND OF CONCERN.

DOES IT EVER HAPPEN THAT WE ALSO HAVE NEIGHBORHOOD CONCERNS ABOUT HUNDREDS OF STUDENTS WALKING A PARTICULAR WAY EVERY DAY, YES.

BUT GENERALLY THESE HAVE ARISEN DIRECTLY FROM POLICE DEPARTMENT CONCERNS ABOUT JUST HAVING THAT MANY STUDENTS WALKING A PARTICULAR ROUTE AT A PARTICULAR TIME EVERY DAY.

>> DO THEY HAVE THE SAME CONCERN ABOUT STUDENTS GATHERING AT FOREST HILLS STATION? I DO HAVE MORE QUESTIONS SO I WILL WAIT.

BECAUSE FOREST HILLS STATION IS KNOWN FOR BEING A STATION WITH HIGH VOLUME OF STUDENTS AS WELL AS INCIDENTS IN TERMS OF FIGHTS BREAKING OUT AMONG OUR YOUNG PEOPLE WHO OFTEN CONVERGE COMING FROM DIFFERENT SCHOOLS AND SO WHEN THE SCHOOLS THE CHILDREN THEM SAYS PERHAPS THEY HAVE BEEF WITH OTHER SCHOOLS THAT THERE ARE ISSUES.

BUT THEN AFTER THIS, I WANT TO MAKE SURE THAT COUNCILOR ANYONE GETS IN AND I CAN COME BACK DURING THE SECOND ROUND.

THANK YOU.

>> SO I CAN SPEAK TO FOREST HILLS.

I'VE BEEN IN FOREST HILL OVER 800 MORNINGS WHERE STUDENTS TRANSFER FROM MBTA SERVICE TO THE BUZZ THAT ARE GOING TO WEST ROXBURY HIGH SCHOOL.

IN THE CASE OF WEST ROXBURY HIGH SCHOOL, THE T RUNS SOME SUPPLEMENTAL SERVICE WHICH ARE PRIMARILY 36 BUSES OUT TO MILLENNIUM PARK NOW WHICH IS THE PLAYGROUND IN BACK OR THE NEW FIELDS BEHIND WEST ROXBURY HIGH SCHOOL IS A NEW STATION THERE.

WE SUPPLEMENT THE SUM PLEMENTALS.

THEY DON'T HAVE THE CAPACITY TO TAKE ALL THE WEST ROXBURY HIGH SCHOOL STUDENTS.

SO WE HAVE STUDENTS TRANSFERRED FROM INCOMING BUSES FROM A VARIETY OF NEIGHBORHOODS AND GET ON TO SCHOOL BUSES.

THAT ALSO REDUCES SOMEWHAT THE NUMBER OF KIDS IN FOREST HILLS STATION.

THE OTHER THING IS THE MBPA HAS PROJECT STOPWATCH WHICH IS A COMBINATION OF MBTA POLICE BOSTON'S PUBLIC SCHOOLS OFFICIALS, STREET WORK AS AN ASSORTMENT OF COMMUNITY ORGANIZATIONS THAT MAN THESE T STATIONS EVERY DAY AT THE TIME SCHOOLS GET OUT.

AND THE T POLICE PUBLISH A BULLETIN EVERY DAY OF WHAT PARTICULAR T STOP THEY ARE FOCUSING ON AND WHAT THE ISSUES HAVE BEEN.

AND THOSE COMMUNITY PARTNERS INCLUDING MYSELF CAN ATTEND A MBTA POLICE BRIEFING THREE TIMES A WEEK.

SO WE'RE WORK VERY VERY CLOSELY WITH THE MBTA ON ISSUES LIKE THAT.

THE OPPOSITES ON THE FOREST HILLS I KNOW THEM ALL.

THEY COME DOWN.

I HAVE PARTICIPATED, I HAVE BEEN THERE A COUPLE DAYS WHEN THERE HAVE BEEN PROBLEMS AND WE DO HAVE A LOT OF STUDENTS AND WHEN YOU THINK SOMETIMES WE HAVE STUDENTS FROM DIFFERENT PARTS OF THE CITY AND DIFFERENT NEIGHBORHOODS AND WHERE TO THEY CONVERGE.

THEY CONVERGE AT MBTA STATIONS BUT THEY INVEST QUITE A BIT IN PROJECT STOPWATCH.

>> THANK YOU.

>> THANK YOU COUNCILOR ESSAIBI-GEORGE.

THANK YOU FOR THE PANELISTS FOR BEING HERE.

ONE QUESTION I HAD OR COMMENT I SHOULD SAY, IS I HAD A FEW PARENTS MENTION TO ME THE SAFE ROUTES OF THE SCHOOL PROGRAM.

I'VE HAD SOME PARENTS AND ADVOCATES REACH OUT TO ME PRAISING THE PROGRAM FOR ENGAGING STUDENTS TO BE ACTIVE SAFE AND PROMOTE PHYSICAL ACTIVITY THROUGH THEIR WALK TO SCHOOL.

THEY'VE INDICATED IT'S A POSITIVE EXPERIENCE FOR THE COMMUNITY AS WELL AND FOR FAMILIES.

COULD YOU SPEAK A LITTLE BIT ABOUT THE PROGRAM AND WHAT IS HAPPENING WITH IT OR ANY BACKGROUND INFORMATION YOU MIGHT HAVE.

>> YES.

PETER IS COMING DOWN.

I CAN GIVE AN INTRODUCTORY COMMENT ON THAT.

>> WE'RE VERY PROUD OF THAT PROGRAM.

AT THE SAME TIME IT DOES NOT OPERATE IN A VAST NUMBER OF SCHOOLS ACROSS BPS.

I DON'T KNOW THE NUMBER OFFHAND BUT IT'S A FRACTION OF OUR SCHOOLS.

ONE OF MY FAVORITE DAYS EVERY YEAR IS WHEN I JOIN ONE OF THE SCHOOLS FOR THEIR SAFE ROUTES TO SCHOOLS SORT OF WALKING BUS DAY.

THIS MOST FALL I WAS AT GREEN WOOD AND LAST YEAR I WAS UP IN -- IT'S ALWAYS AN EXCITING YOU DAY TO SEE THE SMILES AND KIDS GETTING THEM OUT IN THE SUNSHINE WALKING THEM TO SCHOOL.

WE ARE PARTNERING WITH BPT AND OTHERS FOR SAFE TO SCHOOL PROGRAM WITH A PARTICULAR FOCUS IN THE ELLIS SCHOOL AREA IN ROXBURY TO ALLOW FOR SAFE ROUTE TO SCHOOL PATHWAYS FOR CHILDREN ATTENDING THAT SCHOOL TO GO ALIGNED WITH A LOT OF THE OTHER SCHOOLS WHERE WE ALREADY HAVE THIS PROGRAM.

ONE OF THE FEATURES OF THE PROGRAMS IS WALKING MAPS WE HAVE AT THE SCHOOLS THAT PARTS PATE THAT DISTRIBUTE THEIR STUDENTS AND FAMILIES.

THE STUDENTS ARE AWARE OF THE SAVE ROUTES TO SCHOOL FOR EACH OF THE SCHOOLS THEY ATTENDS.

WE HAVE STAFF THAT WE WORK WITH AT THE PUBLIC HEALTH COMMISSION OBVIOUSLY BPS TRANSPORT ALWAYS.

IT'S A REAL MULTISECTOR MULTIDEPARTMENT EFFORT TO PULL THIS OFF.

PETER MIGHT HAVE MORE DETAILS THAN I DO.

>> WELL I HAVE GOOD NEWS.

WE ADVANCED TO THE SECOND ROUND ON THE SAFE ROUTES TO SCHOOL GRANT CAN.

WE APPLIED FOR A MILLION DOLLAR GRANT TO FOCUS ON A CAR THAT EXTENDS ON ELLIS AT THE THE THE END OF WALNUT STREET ALL THE WAY DOWN TO THE TROTTER SCHOOL AND AWE WRONG THE WAY.

ONE OF THE THINGS THAT HAPPENED ALONG THE YEAR WITH APPLICATIONS LICK THAT, NEIGHBORHOODS THAT WERE ONE TIME VERY QUIET WE SEE AN AWFUL LOT OF TRAFFIC THAT THEY HADN'T PREVIOUSLY SEEN.

THAT IS CAUSED ISSUES PARTICULARLY IN EAST BOSTON RE CREMENTALLY AS YOU PROBABLY HEARD AND ANY OTHER STREETS.

SO WE HAVE DONE SAFE ROUTES INVOLVES A NUMBER OF THINGS.

IT INVOLVES STUDENT EDUCATION.

IT'S INVOLVES WALKING SCHOOL BUS IN SOME CASES.

IT INVOLVES THE WALKS THAT THEY TALK ABOUT BUT IT ALSO INVOLVES FLEX POSTS AT CROSSWALKS CROSSING GUARDS, NEW SCHOOL FLASHING LIGHTS. CHEVRONS AND OTHER MATE DEVICES TO SLOW TRAFFIC DOWN. THE CARD THAT WE'RE SPEAKING ABOUT FOR THE MILLION DOLLAR GRANT WILL GO FROM THE DAVID ELLIS ALL THE WAY DOWN TO THE BOY'S CLUB AND YMCA ON WARREN STREET. THAT'S A DIVIDED STREET PHYSICALLYITY PROVIDED. MOTORISTS DO NOT HAVE TO STOP ON THE OTHER SIDE OF THE PHYSICAL BARRIER. IN ADDITION TO THAT, WE FORM A BTD/BPS/DOT PARTNERSHIP TO ADDRESS ISSUES SURROUNDING STUDENTS IN THE ROUTES THAT THEY TAKE TO SCHOOL AND AROUND SCHOOL BUILDINGS THEMSELVES. PARTICULARLY WITH MORE PARENTS DRIVING THEIR CHILDREN TO SCHOOL OVER DAY WE HAVE TRAFFIC JAMS AND OTHER CONCERNS. WE'VE PROBABLY DONE OVER A HUNDRED SITES AND WE HAVE 20 SITES THAT WE'RE WORKING ON NOW. HAIGHT STREET THERE'S A NEW STAIRWELL THAT CAME DOWN FROM MISSION HILL AND WE'RE PUTTING A CROSSWALK IN THERE AND WE'RE ALSO MOVING THE MBTA SPOT WHICH IS OUTSIDE THE WEST STONE ELC AND ADDING A HANDICAPPED MARKING STOP AND ADDING MORE BUSES TO THE QUEUE.

ANYTHING RELATING TO STUDENTS GETTING TO AND FROM SCHOOL. WE WORKED IN A LOT OF NEIGHBORHOODS WHERE BUSES HAD DIFFICULTY MAKING THE TURN BECAUSE CARS WERE PARKED TOO CLOSE TO THE CORNER OR IT WAS THE A TANGENT STREET. SO THERE WERE A VARIETY OF ISSUES WE'VE TAKE UN. IT'S BEEN A VERY SUCCESSFUL PROGRAM. IT'S ALMOST HARD TO KEEP UP WITH THE DEMAND. I TALK WITH TPD ALMOST EVERY DAY.

>> WELL THANK YOU FOR THAT EXCELLENT INFORMATION. I HEAR GRAY THINGS ABOUT THE PROGRAM AND IF THERE'S ANY WAY THAT THE CITY COUNCIL CAN BE HELPFUL ESPECIALLY DURING THE BUDGET PROCESS PLEASE LET ME KNOW. I WOULD LOVE TO HELP OUT ANY WAY I CAN. MY FINAL QUESTION IS I OFTEN GET CALLS OR E-MAILS FROM RESIDENTS IN SOUTH BOSTON ON D STREET RIGHT OUT IN FRONT OF THE COMDON SCHOOL THERE'S A BIKE LANE RIGHT IN FRONT OF THE SCHOOL AND OBVIOUS RE THAT'S WHERE THE BUSES PULL UP TO DROP KIDS OFF ASK SOMETIMES PARENTS PULL UP TO DROP KIDS OFF. IT'S A NARROW STREET, THERE ARE WELLS AS YOU PROBABLY KNOW. BUT IS THAT, IS ANYTHING WE COULD DO. MAYBE WE CAN TALK OFF LINE BUT JUST I WOULD JUST LIKE TO HAVE A BETTER SAFETY PLAN ON D STREET AS IT RELATES TO THE COMDON SCHOOL.

>> WELL D STREET 'S A VERY HARD PLACE TO HAVE A SCHOOL AND TO HAVE AS MANY BUSES. WE ALSO HAVE BUSES ON THE SIDE ALL OF OUR WHEELCHAIR BUSES ARE THERE. THERE HAVE BEEN A COUPLE SCHOOLS WHERE BUS OR BIKE LANES WERE INSTALLED IN THE SCHOOL LOADING ZONE. WE HAVE BEEN MOVING THOSE. IT'S A PROBLEM. SCHOOL BUSES ARE REQUIRED BY LAW TO PARK AS CLOSE TO THE CURB FOR EVERY STOP. SO I WILL CHECK INTO THAT CONFLICT THERE. IT SEEMS INEVITABLY A FIRE ENGINE COMING DOWN AT THE SAME TIME SCHOOL'S LETTING OUT SO IT'S A TOUGH PLACE.

>> I JUST WANT TO POINT OUT THE CROSSING GUARD THAT WORKS THERE IS EXCELLENT. SHE'S VERY PROFESSIONAL. I LIVE ON THE SAME STREET AS THE COMDON AND I SEE HER EVERY DAY AND THOSE A GREAT CREDIT TO THE CITY OF BOSTON AND TO THE SCHOOL DEPARTMENT AS WELL. >> THANK YOU. >> THANK YOU, COUNCILOR FLYNN.

YOU TALKED A LOT ABOUT THE NECESSARY RELATIONSHIP BETWEEN THE MBTA BUSES, OUR SCHOOL BUSES TRANSPORTATION IN GENERAL.

WHEN WE TALK ABOUT THE LENGTH OF WALKING DISTANCE FROM ANY OF OUR SCWOOLZ FROM THE T STOP OR ONE DOESN'T EXIST.

LET ME START OVER HERE.

WHAT'S THE CONVERSATION THAT'S HAPPENING WITH THE T ABOUT IMPROVING SERVICE ROUTES SO THEY CAN GET CLOSER TO SCHOOL COMMUNITIES.

NOT REPLACE A BUS SERVICE BUT GET CLOSER TO SO WE ARE RELYING LESS ON SHUTTLLING KIDS WITH YELLOW BUSES.

>> THE MBTA WORKS UNDER A SET OF REGULAR LACES THAT ARE AS ONEROUS AS SCHOOL TRANSPORTATION AND THEY HAVE TO DETERMINE HOW MANY TRANSENT DEPENDENT INDIVIDUALS THERE ARE AND LOW INDICATE THE STOPS WITHIN A CERTAIN DISTANCE. I DON'T RECALL THE EXACT DISTANCE BUT THERE'S A CRITERIA THAT THEY HAVE TO FOLLOW TO RECEIVE THE FUNDS THAT THEY RECEIVE.

SO THAT WOULD BE UP TO THE MBTA.

THEY ARE DOING THE BETTER BUS PROJECT IS TRYING TO ADDRESS A NUMBER OF THOSE. ALTHOUGH I SHOULD STATE THAT THE BETTER BUS PROJECT DOES NOT CHANGE ANY OF THE EXISTING S ROUTES.

BUT ON AN ANNUAL BASIS WE GET TOGETHER WITH THE T TO LOOK AT S BUS SERVICE AS STUDENTS AS SOME SCHOOLS GROW AND OTHER SCHOOL GET SMALLER.

>> IT'S NUT NECESSARILY THE S BUSES IT'S REGULAR BUS ROUTES ESPECIALLY FOR INVESTING AT A DISCOUNT IN ALL OF THESE M7S WE WANT MORE AND MORE KIDS ESPECIALLY THE ORAL KIDS TO RIDE THOSE MBTA BUSES ESPECIALLY WHERE IT MAKES SENSE BUT THROUGH DESIGN OF THOSE BUS ROUTES IT CAN MAKE BETTER SENSE TO GET MORE OF THOSE KIDS ON YELLOW BUSES, MBTA BUSES.

>> YES.

ONCE AGAIN THEY HAVE TO FOLLOW THE REGULAR ROUTE.

AND SO CHANGING --

>> WE CAN CHANGE THE REGULAR ROUTE THERE.

>> THEY CAN BUT THERE'S A PROCESS THEY HAVE TO GO THROUGH IN COMPOUNDITY MEETINGS AND ALL OF THAT.

SO THE ONLY DEVIATIONS THEY REALLY HAVE IS THEY MAKE DIFFERENT STOPS.

I USED A 36 TO WEST ROXBURY.

SOME OF THOSE BUSES TERMINATE AT THE VA HOSPITAL.

THAT WAS AT THE CHARLES RIVER LOOP.

OTHER AT RIVER WORKS WHERE RIVER SOMETHING BEHIND HOME DEMOW BECAUSE THE NUMBER THE OF MANUFACTURING FIRMS AND THEN SOME STOP TERMINATE OR TURN AT MILLENNIUM MARK.

BASED ON WHAT GROUPS OF PEOPLE WERE COMING AND GROWING CAN.

THERE'S A CRITERIA I'M NOT FAMILIAR WITH.

IT'S AN ONEROUS PROCEDURE FOR THEM TO CHANGE.

>> NO DOUBT.

OUR STUDENTS IN PARTICULAR ARE STUDENTS AND THEIR FAMILIES IN THE BOSTON PUBLIC SCHOOL BECOME A COMMUNITY GROUP THAT COULD BE ADVOCATING FOR BETTER BUS ROUTES THAT COULD ALSO SERVE AS OUR KIDS, THE TEACHERS IN THOSE BUILDINGS, OTHER PEOPLE THAT WANT ACCESS TO SCHOOL AS WELL.

>> COUNCILOR, ONE THING I WOULD ADD THAT I THINK IS NOTE WORTHY IN THIS CONTEXT. AS PART OF OUR ROLLOUT OF THIS EXPANDED M7 PROGRAM WE'RE GOING TO BE WORKING WITH THE MBTA TO LAUNCH A SERVICE IMPACT FOCUS GROUP THAT WILL RUN STARTING SOON AND LIKELY EXTEND DEEP INTO THE 1920 SCHOOL YEAR AND MAYBE BEYOND.

PULLING IN THE A CROSS SECTOR REPRESENTATION OF FOLKS TO INCLUDE STUDENTS FROM THE BOSTON STUDENT ADVISORY COMMITTEE STAFF FROM BPS STAFF FROM MBTA STAFF FROM BOSTON TRANSPORTATION DEPARTMENT POTENTIALLY COMMUNITY MEMBERS AS WELL SO WE'RE WATCHING FOR ANY SERVICE IMPACT THAT COME ABOUT FROM ADDING MORE AND MORE

STUDENTS TO THE MBTA NEXT YEAR.

WE SEE THE PURPOSE OF THAT FOCUS GROUP NOT JUST TO MONITOR THE IMPACTS THAT ARE FELT BY THE EXPANDED M7 OFFERING BUT ALSO TO COME UP WITH RECOMMENDATIONS FOR BOTH MBTA AND BPS TRANSPORTATION HOW TO ALLEVIATE ANY CONCERNS THAT COME ABOUT FROM THIS EXPANDED OFFERING NEXT YEAR.

>> THANK YOU.

THEN MY NEXT QUESTION SLIDE 9 WHERE WE LOOKED AT THE NUMBER OF STUDENTS THAT ARE TRAVELING FROM ONE PART OF THE CITY TO ANOTHER.

I'M CURIOUS WITH THE NUMBER OF KIDS GOING TO CHARLESTOWN HIGH FOR EXAMPLE HOW MANY OF THOSE STUDENTS ARE BEING ADMINISTRATIVELY ASSIGNED VERSUS CHOOSING THAT SCHOOL.

I THINK THAT BECOMES A QUESTION THE FAMILY'S NOT CHOOSING CHARLESTOWN HIGH ARE THEY ARE GETTING ASSIGNED THERE FOR LOTS OF DIFFERENT REASONS.

THEN IT ADDS TO THE DEEPER QUESTION WHY ARE THEY NOT CHOOSING A SCHOOL CLOSER TO HOME TO WHAT'S PROHIBITING THEM FROM DOING THAT.

BECKY LOOKS LIKE SHE MIGHT BE READY FOR ANN.

>> WE CAN FIND OUT THE PERCENTAGE WHERE YOU'RE INDUSTRIALLY ASSIGNED TO CHARLESTOWN.

>> WE CAN FIND THAT OUT FOR YOU.

IT'S HARD FOR US TO SAY RIGHT NOW.

THERE ARE A NUMBER OF DIFFERENT REASONS WHY CHILDREN CHOOSE.

WE CAN FIND OUT HOW MANY ARE ADMINISTRATIVELY ASSIGNED.

>> IT'S A GREAT SCHOOL OPTIONS ACROSS THE CITY SO WHY KIDS ARE GOING FROM DORCESTER TO CHARLESTOWN IS SOMETHING I'M CERTAINLY CURIOUS ABOUT.

>> I CAN SPEAK TO THAT BRIEFLY.

WE'VE BEEN WORKING QUITE DILIGENTLY FOR THE LAST YEAR AND-A-HALF WITH MASS DOT AND BPD ON THE IMPACTS WE WILL SOON SEE WITH THE NORTH WASHINGTON BRIDGE CONSTRUCTION. THE CITY SQUARE CONSTRUCTION.

THE LANE DROP ON THE VIA DUCTS -- WHAT WE FOUND IS THERE ARE ABOUT 450 STUDENTS THAT LIVE IN CHARLESTOWN THAT ATTEND SCHOOL ELSEWHERE.

64 DIFFERENT SCHOOLS.

THOSE 450 STUDENTS AWE HELPED.

AND WE'VE BEEN WORKING, OUR FOCUS FOR STUDENTS HAT COME INTO CHARLESTOWN AND THERE ARE MORE.

THERE'S 570 ODD STUDENTS THAT LIVE ELSEWHERE THAT TRAVEL TO CHARLES TOWN EACH DAY AND WE'VE BEEN FOCUSED ON THE HARVARD KEPT BECAUSE LET'S THE THIRD TRIP OF THE DAY. THE FIRST TWO TRIPS AFFECT THAT AND WE HAVE FOUND STUDENTS ATTENDING THE HARVARD KEPT LIVE IN 22 -- KENT LIFE IN 22 ZIP KIDS.

WE HAVE MORE BUT MOST OF THEM ARE P.O. BOXES.

>> PETE, I'M GLAD YOU'RE HERE TODAY.

THANK YOU FOR THAT.

>> THANK YOU.

COUNCILOR EDWARDS.

>> THANK YOU AGAIN.

I JUST WANTED TO GO I GUESS CONTINUE ON WITH SOME OF MY QUESTIONS BOTH SPECIFIC BUT ALSO POLICY SEE WISE.

I WANT TO GET INFORMATION THAT EAST BOSTON HAD AND WHAT HAPPENED TO THAT.

I'M WONDERING ALSO HOW MUCH IS THE COST ANNUALLY FOR THE BUS SERVICES TO BUS KIDS FROM EAST BOSTON TO CHARLESTOWN TO THE EDWARDS MIDDLE SCHOOL.

I KNOW YOU TONE HAVE THAT BUT I'M WONDERING IF I CAN CAN ADD THAT TO THE LIST OF INFORMATION.

>> WHAT I WOULD TELL YOU THOUGH IS IF WE WOULD NEED TO ADD A BUS FOR THAT, MEANING A BUS WE TONIGHT CURRENTLY NEED TO OPERATE.

>> NO.

I'M NOT ASKING.

WHAT YOUR COSTS ARE RIGHT NOW TO BUS KIDS FROM EAST BOSTON TO THE EDWARDS MIDDLE SCHOOL.

>> OKAY.

>> THAT'S ALL.

WHAT THAT COST IS.

AND THEN ALSO JUST MAKING SURE I'M CLEAR WHEN YOU'RE TALKING ABOUT SHUTTLE SERVICES ON SLIDE NUMBER 6, I THINK IT IS, PAGE NUMBER 6, YES.

SO WHEN YOU, THE SHUTTLE SERVICE YOU MEAN IS DIRECTLY FROM THE T OR FROM PUBLIC TRANSPORTATION TO THE HIGH SCHOOLS.

IS THAT WHAT YOU MEAN BY THE SHUTTLE SERVICES, THAT DISTANCE.

>> YES.

IT'S DIRECTLY FROM C STATION AND DIFFERENT HUBS IN THE CITY TO SCHOOLS.

HIGH SCHOOLS AND MIDDLE SCHOOLS.

>> AND THE EXCEL HIGH SCHOOLS, IS THAT THE ONE IN EAST BOSTON OR IS THERE ANYONE THE ONE.

>> THAT'S THE FORMER SOUTH BOSTON HIGH SCHOOL.

>> I'M THINKING OF --

>> EXCEL AS A CHARTER SCHOOL.

>> DON'T WORRY ABOUT IT.

IT WILL COME.

>> IT WAS THERE ON -- WHICH IS A CHARTER HIGH SCHOOL AND WE HAD TO MAKE ARRANGEMENTS THERE BECAUSE UNBEKNOWNST TO US THERE ARE A NUMBER OF STUDENTS WHO COME FROM CHELSEA THERE SO THEY DID ADJUST THAT ROUTE.

>> I WAS GOING TO ASK.

THE MAJORITY OF THOSE STUDENTS ARE FROM CHELSEA.

I WANT TO BE CLEAR THE RESOURCES WE HAVE ARE DEDICATED TO BPS STUDENTS.

IN TERMS THE OF, SO IN TERMS OF KIDS SPECIFICALLY THOSE WHO ARE -- WE TRIED TO WORK ON THIS AND WE'RE DEALING WITH STUDENTS WHO MISSED MEALS DUE TO TRAVEL DELAYS SPECIFICALLY THE BREAKFAST PROGRAM.

WE MISSED THAT, REVOLVED IT AND IT BACK THE TO HUM AGAIN AND IT'S DUE TO A MONITOR BEING LATE OR WHATEVER.

DO YOU TRACK ANY OF THAT TO INDICATE WHETHER AND HOW TRANSPORTATION IMPACTS SCHOOL BREAKFAST ACROSS THE CITY.

>> WE DON'T TRACK INFORMATION THAT WAY WITH REGARD TO THE BREAKFAST PROGRAM FOR A COUPLE THE DIFFERENT REASONS.

FIRST THE BREAKFAST PROGRAM ITSELF OPERATES IN DIFFERENT MODELS ACROSS THE SCHOOL DISTRICT.

IN SOME SCHOOLS IT'S ONLY BEFORE THE BELL AND SOME SCHOOLS IT'S LARGELY AFTER THE BELL AND SOME SCHOOLS IT'S AFTER THE CLASSROOM AND THE BELL IN SOME SCHOOLS IT'S A DIFFERENT MODEL.

THE BOTTOM LINE THERE'S NO UNIFORM BREAKFAST MODEL ACROSS ALL OF OUR SCHOOLS.

IN ADDITION TO THAT, WHILE WE TRACK THE TIME THROUGH GPS WHEN OUR BUSES ARRIVE AT SCHOOL, IT WOULD BE UNCLEAR TO EXTRAPOLATE FROM THAT EXACTLY WHAT THE IMPACTS ARE ON THAT WITH REGARD TO STUDENTS ACCESSING BREAKFAST OR NOT.

SO FOR EXAMPLE IF A SCHOOL STARTS AT 8:30 AND A BUS SHOWS UP ON TIME AT 8:15 DOES THAT MEAN THE STUDENT IS THERE TO ACCESS BREAKFAST.

IT'S HARD TO SAY.

WE CAN TRY TO DIVE INTO THAT FOR A PILOT NEXT YEAR BUT IT'S NOT SOMETHING WE CAN TRACK AT PRESENT.

>> I THINK IT'S AN EQUITY WISH AND ACCESS TO BREAKFAST.

THE LATE IS LATE.

THERE'S UNIFORMITY THE BUS SHOULD BE ON TIME.

THE ASSUMPTION IS THE BREAKFAST IS AT THE BEGINNING OF SCHOOL.

THOSE TWO PRESUMPTIONS IF A PERSON IS LATE TO SCHOOL WHICH THIS STUDENT WAS CONSISTENTLY 45 MINUTES LATE TO SCHOOL HE WAS MISSING BREAKFAST. SO TRACKING THAT OR FINDING THE IMPACT OF LATE BUSES ON ACCESS TO BREAKFAST I THINK IF YOU'RE GOING TO TALK ABOUT EQUITY AND PUTTING SO MUCH MONEY IN THE SCHOOLS, THE SCHOOL BUDGET FOR LUNCHES WHICH I THINK IS GREAT, THE FRESH FOOD WE HAVE NOW IS A WONDERFUL BUILD OUT. PILOTED IN EAST BOSTON. IT WORKS. IT DOES CHANGE LIVES. WE HAVE BREAKFAST IN THE CLASSROOM I THINK IT'S AN EQUITY ISSUE. IF IT'S PREVENTING ACCESS TO THAT IT SHOULD BE STUDIED. >> IT WOULD BE GREAT IF WE FOLLOWED OFF LINE WITH YOU IF THERE'S TIME TO GET A HEARING ON THAT PARTICULAR STUDENT SO WE CAN LOOK INTO IT. THE TEAM IS VERY VERY ADEPT AT HANDLING THESE ONE OFF CASES ACROSS THE SCHOOL DISTRICT AND TRYING TO ADDRESS THEM AS QUICKLY AS POSSIBLE. THAT'S WHAT THEY SPEND MOST OF THEIR DAYS DOING. >> ESPECIALLY NOW THAT WE DO HAVE IN MANY CASES BREAKFAST IN THE CLASSROOM NOT REQUIRING STUDENTS TO GO TO A PARTICULAR CAFETERIA OR WHATEVER, I WOULD OPEN IN GENERAL THE FOOD WOULD REMAIN AVAILABLE TO OUR STUDENTS EVEN IF THEY DID NOT GET THERE AT EXACTLY THE TIME WE WOULD HOPE. HOPEFULLY WE CAN ADDRESS THAT. >> THERE'S ONE OFF ADDRESS BUT THERE'S A STUDY SEEING WHAT'S HAPPENING. YOU CAN LOOK AT IT SYSTEMICALLY IF SOMEONE IS LATE THERE'S A POLICY TO STILL PRESERVE THE FOOD OR KEEP IT AVAILABLE FOR THE KID TO EAT. >> I DON'T KNOW IF THAT POLICY IS IMPLEMENTED IF WE HAVEN'T STUDY THE ISSUE OR PROBLEM. WITH REGARD TO KIDS IF THEY ARE LATE DUE TO THE BUS. I'VE HEARD OF SOME DISCIPLINE FOR THE KID SAYING YOU'RE LATE AND THE KID SAYING IT'S THE BUS. IS THERE A POLICY THAT BASICALLY SAYS IF IT'S DUE TO THE BUS THE KID DOES NOT GET A LATE. >> IT'S AN QUEUES TARDINESS. SO MY OWN CHILDREN RIDE THE BUS EVERY DAY AND IF THE BUS IS LATE PICKING UP MY OWN CHILDREN THEN THEY'LL HAVE AN YOU EXCUSED TARDINESS FOR THAT TERM SO TO SPEAK. >> BECAUSE OF THE BUS. >> BECAUSE OF THE BUS. >> SO I'VE HEARD A LOT AND I'M GLAND YOU LISTED LITERALLY MAYBE HALF OF THE PROJECT FOR TRANSPORTATION AND ISSUES IN CHARLESTOWN. WE COULD SPEAK AND TALK A GREAT DEAL MORE ABOUT ALL ON THE DEVELOPMENT IN THE BUILDING OUT IN EAST BOSTON AS WELL. THERE'S A MASSIVE AMOUNT OF CHANGE THAT'S GOING ON. AND I'M WONDERING WHY OR IF THERE WILL BE A POLICY FROM BPS TO GET SOME OF THAT MITIGATION MONEY DEALING WITH THE BPA OR DEALING WITH OTHER PEOPLE TO GET SOME OF THAT MONEY TO HELP PAY FOR THE TRANSPORTATION. LITERALLY SAYING YOU WERE CAUSING TRANSPORTATION ROADS AND GRID LOCKS THROUGH YOUR PROJECT SO AS A FORM OF MITIGATION EVEN IF IT IS TEMPORARY YES I'M GOING TO BRING IT BACK TO CHARLESTOWN OR EAST BOSTON PROVIDING A TEMPORARY BUS SERVICE, PROVIDING ADDITIONAL BUS SERVICE ARE FOR THE TIME OF THAT PROJECT. WHERE THEY HAVE TAKEN AWAY A LANE WHERE THEY'VE MADE IT ACTUALLY HARDER FOR PEOPLE TO TRAVEL IF I OPTED TO TAKE MY KID OR NOT OR WE HAVE IT PROVIDED, I CAN TELL YOU ON THE BLUE LINE, WE'RE PACKED AT THIS POINT. AND SO IS THERE A CONVERSATION, COULD THERE BE CONVERSATION ABOUTATE GOODING DEVELOPERS TO PONY UP, I'M TRYING ON THE HOUSING FRONT. I'M HAPPY TO ADD YOU TO THE TRANSFER BUCKET BUT IS THERE SOME TALK ABOUT THIS? >> PETER, I WOULD ASK YOU TO WEIGH IF YOU'RE AWARE OF ANY TALKS. IT'S DIFFERENT FROM WHAT YOU'RE ASKING BUT I THINK HIPFUL CONTEXT.

ONE OF THE AREAS WE DO PARTNER BOTH BETWEEN OURSELVES AND BOSTON TRANSPORTATION DEPARTMENT BUT ALSO THE MBTA IS DEDICATED BUS LANES ACROSS THE CITY WHICH YOU'LL START TO SEE MORE AND MORE OF.

THOSE ARE BUS LANES FOR MBTA BUT ALSO FOR YELLOW SCHOOL BUS TO ALLOW US TO CUT DOWN ON THE TRAVEL TIME FOR OUR STUDENTS AND HAVE THEM SUCCESSFUL.

I BELIEVE BPA IS GOING TO BE ROLLING OUT MORE OF THEM.

I CAN'T SPEC SPECIFICALLY TO THE BRIDGE PROJECT WHAT THEY ARE DOING RELATED TO THAT.

>> MITIGATION, I'M SAYING THERE ARE ALL THESE PROJECTS AND ALL THIS FUNDING GOING THROUGH.

ONE OF THE MITIGATION WE MIGHT POTENTIALLY GET IS LITERALLY ANOTHER BRIDGE.

COULDN'T WE HAVE TALKED ABOUT GETTING ANOTHER BUS OR SOMETHING LIKE THAT ADDITIONAL, SOME SORT OF THING.

I DON'T KNOW IN BPS IS EVEN AT THE TABLE AND IF NOT, WHY NOT.

>> WE'VE BEEN AT THE TABLE ON THE CHARLESTOWN BRIDGE FOR FOUR YEARS LONG BEFORE.

>> IT'S THE NORTH END BRIDGE TO THOSE NECKS IN CHARLESTOWN.

YOU GO DOWN THE NORTH BOSTON BRIDGE JUST TO BE NEUTRAL.

>> ONE OF THINGS WE FLOATED EARLY ON BEFORE THEY ENTERED THE DESIGN PHASE IS WE PUSHED FOR A BUS LANE SO THE NEW BRIDGE WILL HAVE A DEDICATED IN BOUND BUS LANE FOR SCHOOL BUSES IN THE MBTA.

SHARING A BUS LANE WITH A TRANSIT SERVICE IS SOMEWHAT UNIQUE SO WE'RE PLEASED THAT THAT DEVELOPED THE WAY IT HAS.

ONCE THE BRIDGE GOES DOWN TO TWO LANES THERE IS A BUS LANE FROM CAUSE WAY TULANE MARKET.

THEY CAN'T HEN US ON THE BRIDGE BUT THEY CAN HELP US IMMEDIATELY THEREAFTER. THAT IS INBOUND.

THOSE DO SAVE TIME.

WE'VE ALSO SEEN IN-LAWS REIGN DALE IS REGULAR TRAFFIC IN BOTH DIRECTIONS WAS MUCH BETTER WHEN THE BUSES ARE IN THEIR OWN LANE.

>> SO WHEN IT COMES TO AND I WANT TO MAKE CLEAR I'M UNDERSTANDING WHAT THE PUSH BACK IS FOR US GETTING THE ADDITIONAL BUS SERVICES FROM CHARLESTOWN OR EAST BOSTON THE TO THIS EXAM SCHOOL.

13:07:13:25

MAY OR MAY NOT FALL 13:07:15:01

INTO THAT EXPANDED CRITERIA, AND 13:15:57:02

THEN WE WOULD LOOK AT THE SAME 13:16:03:11

EXPANDED CRITERIA ACROSS EVERY 13:16:05:07

NEIGHBORHOOD. 13:16:07:10

>> WHAT YOU WOULD SAY, TO 13:16:07:25

AMPLIFY THIS EVEN FURTHER, IT IS 13:16:09:27

NOT A COST ISSUE, IT IS SOLELY 13:16:11:26

AN EQUITY ISSUE. 13:16:14:24

AS WE REPORTED IN OUR SLIDES, 13:16:15:27

THERE ARE ROUGHLY THREE TIMES AS 13:16:17:11

MANY STUDENTS, FROM GRADES 3 TO 13:16:19:20

12 AS THRER STUDENTS COMING FROM 13:16:22:07

CHARLESTOWN EAST BOSTON AND ELA. 13:16:25:05

IT WOULD BE WRONG OF US TO 13:16:28:09

PROVIDE A BUS FROM NORTH END AND 13:16:31:27
BLA AND NOT PROVIDE IT TO OTHER 13:16:34:19
NEIGHBORHOODS. 13:16:39:20
WHEN YOU START TO PLAY IT OUT 13:16:40:02
THAT IS VERY, VERY AN EQUITY 13:16:41:23
CONCERN WE WOULD HAVE WHICH 13:16:43:15
LEADS YOU DOWN A PATH IF YOU ARE 13:16:45:00
GOING TO DO IT, BREAK THE 13:16:46:29
CRITERIA FOR SOME, YOU NEED TO 13:16:48:02
DO IT FOR ALL, IN WHICH CASE YOU 13:16:49:12
ARE LEFT WITH AS WE MENTIONED IN 13:16:51:00
HERE ESTIMATES MIND WITH YOU -- 13:16:52:17
MIND YOU OF \$63 MILLION PLUS. 13:16:57:00
MORE BUS YARD, MORE TRAFFIC, 13:17:00:27
MORE GREENHOUSE GAS EMISSIONS. 13:17:04:00
AGAIN I'M NOT TRYING TO PLAY OUT 13:17:06:10
THE DEAD END ROLE HERE, I'M 13:17:09:12
TRYING TO PLAY OUT THE 13:17:11:18
CONSEQUENCE FESS WE MADE THAT 13:17:13:16
DECISION. 13:17:14:19
>> WHAT I'M OBVIOUSLY TRYING TO 13:17:15:01
ADVOCATE FOR MY DISTRICT AND 13:17:16:23
THOSE PARENTS ARE PARTICULARLY 13:17:18:14
CONCERNED ABOUT THOSE KIDS WHO 13:17:20:02
BY YOUR OWN WORDS, BY BPS'S OWN 13:17:21:09
WORDS COMING FROM CHARLESTOWN 13:17:24:06
AND EAST BOSTON TO BLA HAVE AN 13:17:26:09
ADDITIONAL BURDEN TO GET DOWN 13:17:29:00
THERE. 13:17:30:04
THIS IS YOUR STUDIES ON THE 13:17:30:23
TRAVEL TIME FROM THE KIDS FROM 13:17:32:03
EAST BOSTON AND CHARLESTOWN TO 13:17:34:09
GET TO B LMPTA, SINCE IT'S SO 13:17:36:24
UNIQUELY LOCATED. 13:17:40:26
I'M TRYING TO MAKE SURE THAT 13:17:42:03
WE'RE HITTING THOSE SERVICES. 13:17:47:07
THE I'M HITTING THE ROADBLOCK 13:17:49:04
THIS IS NOT EQUITABLE, IF WE 13:17:50:20
WERE ABLE TO GET A BENEVOLENT 13:17:52:14
DONOR TO GET THE \$100,000 TO GET 13:17:56:09
THE BUS, I'M NOT SURE THAT BPS 13:17:59:09
WOULD STAND IN THE WAY WITH 13:18:01:13
THAT, OR WOULD YOU? 13:18:02:21
>> TO BE QUITE HONEST WE WOULD 13:18:03:24
STAND IN THE WAY OF THAT. 13:18:05:29
>> EVEN IF WE WERE ABLE TO RAISE 13:18:07:11
THE MONEY FOR ABUS? 13:18:09:06
>> TO DO IT EQUITABLY FOR ALL 13:18:10:18
STUDENTS. 13:18:14:16
THIS IS JOHN HAMLIN TALKING, NOT 13:18:15:01
BPS TALKING. 13:18:18:14
I WANT TO URGE THIS. 13:18:19:08
THIS IS ME SAYING, I DON'T THINK 13:18:20:14
THAT WOULD BE THE RIGHT DECISION 13:18:22:03

TO COULD THAT IF WE WERE NOT 13:18:23:01
ABLE TO DO THAT FOR OTHER 13:18:24:13
STUDENTS IN OTHER CIRCUMSTANCES. 13:18:26:08
>> IT'S ALWAYS A COMPLEX ISSUE 13:18:27:23
AND CERTAIN SCHOOL COMMUNITIES 13:18:29:15
ARE ABLE TO RAISE MORE FUNDS 13:18:30:24
THAN OTHERS, AROUND THIS IS AN 13:18:32:12
ISSUE THAT'S BEEN RAISED 13:18:34:00
REPEATEDLY AND LAST FEW YEARS 13:18:36:19
AROUND WHICH SCHOOLS HAVE -- ARE 13:18:38:20
ABLE TO RAISE FROM PARENTS 13:18:40:28
CONSIDERABLE FUNDS. 13:18:42:28
THAT MEANS THOSE SCHOOLS GET 13:18:43:19
MORE FIELD TRIPS, FOR EXAMPLE, 13:18:45:26
THAN OTHER BPS STUDENTS. 13:18:47:17
YOU KNOW, IT'S A TRICKY ISSUE 13:18:49:07
BECAUSE OF COURSE, ON THE ONE 13:18:51:19
HAND, WE WELCOME OUR PARENTS TO 13:18:52:26
ENGAGE AND SUPPORT OUR SCHOOLS. 13:18:54:18
AND ON THE OTHER HAND, WE DO 13:18:56:13
WANT TO MAKE SURE THAT ALL OF 13:18:57:16
OUR STUDENTS GET THE 13:18:58:22
OPPORTUNITIES THEY DESERVE. 13:19:00:03
>> YES. 13:19:02:01
NO, IT'S A TRICKY FRUSTRATING 13:19:02:28
ISSUE AS YOU CAN IMAGINE AND 13:19:05:10
TRYING TO ADVOCATE, I'M 13:19:06:26
TRYING -- FEERCH YOU ARE NOT 13:19:08:02
PAYING, IF WE ARE LOOKING AT THE 13:19:12:03
ADDITIONAL BURDENS THE 13:19:14:06
DEVELOPERS PLACE ON OUR ROADWAYS 13:19:15:09
WHILE THEY'RE TRYING TO MAKE 13:19:17:26
MONEY IN OUR CITY, EVEN IF IT IS 13:19:19:24
TO ADD TO THE ENTIRE PIE FOR 13:19:22:03
EVERY SINGLE ONE OF US WHY WE 13:19:24:13
ARE NOT LOOKING AT THAT BUDGET 13:19:26:01
GOAL IF IT IS \$63 MILLION WHY WE 13:19:27:19
AREN'T ASKING THEM TO CONTRIBUTE 13:19:30:17
TO THAT, AT ALL. 13:19:31:20
>> I THINK WHAT I WOULD OFFER 13:19:33:26
THERE COUNCILOR, IT'S CERTAINLY 13:19:35:26
A FAIR QUESTION, AND THOSE OF US 13:19:37:27
WHO SPEND MOST OF OUR LIVES IN 13:19:43:17
TRANSPORTATION, A LOT OF 13:19:46:12
DECISIONS THAT WE'RE TRYING TO 13:19:47:15
MAKE DAY IN AND DAY OUT. 13:19:48:21
AND IF THERE IS A POT OF MONEY 13:19:50:08
OUT THERE THAT WE'D BE ABLE TO 13:19:51:20
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THAT COMES OUT THREE TIMES A 13:26:08:01
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>> JUST TO THE CONVERSATION 13:26:11:05
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SAME WAY IN WHICH WHEN WE TALK 13:26:17:27
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JUST LIKE TO SEE MUCH MORE 13:27:15:23
INTENTIONAL, FORWARD-THINKING 13:27:17:08
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WHERE OUR YOUNG PEOPLE ARE SAFE 13:27:22:06
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THEY'RE LOOKING FOR CLOSE TO 13:28:07:04
HOME. 13:28:08:10
AND SO WE NEED TO DO MUCH MORE, 13:28:09:01
IN TERMS OF SCHOOL IMPROVEMENT. 13:28:11:05
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AND OUR YOUNG PEOPLE TO YOU KNOW 13:28:14:00
WALK OR BIKE OR TAKE PUBLIC 13:28:16:29
TRANSIT. 13:28:18:23
SO THAT'S IT FOR ME, THANK YOU. 13:28:19:17
>> THANK YOU, COUNCILOR JANEY. 13:28:21:12
WHEN SCHOOLS, WHEN STUDENTS ARE 13:28:23:10
ASSIGNED TO SCHOOLS, ARE WE 13:28:27:27
SENDING THEM A NOTICE? 13:28:30:17
I KNOW WHEN MY BOYS RECENTLY 13:28:31:17
RECEIVED THEIR ASSIGNMENT, THEY 13:28:33:14
RECEIVED AN INFORMATION WHERE 13:28:35:15
THEY COULD GET A BUS, I'M NOT 13:28:39:09
SURE, SHUTTLE -- TWO OF THEM 13:28:41:07
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TAKE MY BUS. 13:28:45:02

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RECOMMENDATIONS ON KIDS WHO ARE 13:28:49:06
ASSIGNED TO SCHOOL ON THE BEST 13:28:50:27
WAY TO GET TO SCHOOL OR THE 13:28:52:00
QUICKEST ROUTE TO SCHOOL THAT 13:28:53:10
COULD ALSO INCLUDE YOU TAKE THE 13:28:55:01
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THEY'LL COME ON WHEN YOU START. 13:29:00:25
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TO FAMILIES IN THE SUMMERTIME OF 13:29:11:19
STUDENTS THAT TAKE MBTA BUSES, 13:29:13:23
STUDENTS ARE GIVEN INFORMATION 13:29:16:20
WHERE THEY CAN LOOK ON FOR THE 13:29:18:12
MBTA WEBSITE, TO TAKE MOST 13:29:20:18
EFFICIENT ROUTES TO SCHOOLS. 13:29:23:28
>> BUT WE DON'T ACTUALLY MAKE 13:29:25:07
ANY OF THOSE RECOMMENDATIONS? 13:29:27:27
>> NO. 13:29:29:15
>> I THINK THAT COULD BE REALLY 13:29:30:09
LABOR INTENSIVE BUT I WONDER IF 13:29:31:25
THERE'S A SPACE TO DO THAT. 13:29:34:03
OR AS YOU SAID, KIDS FROM THIS 13:29:35:15
PARTICULAR NEIGHBORHOOD ARE PART 13:29:38:25
OF THE CITY, SO I'M THINKING 13:29:40:16
ABOUT CHILD FOUND, EAST BOSTON 13:29:42:00
WHERE IT MIGHT BE EASIER TO DO 13:29:45:03
THAT, QUICKEST OR BEST WAY TO 13:29:47:01
GET TO SCHOOL. 13:29:49:01
>> IT'S CERTAINLY SOMETHING WE 13:29:49:24
CAN LOOK INTO AND POTENTIALLY 13:29:51:03
STUDY. 13:29:52:16
YOU'RE RIGHT TO SAY THAT THE 13:29:52:28
PROCESS WOULD BE HIGHLY 13:29:54:13
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LABOR INTENSIVE BECAUSE WE ARE 13:29:59:28
PUTTING OUT 30,000 TRAFICTION 13:30:01:15
MAILERS EVERY SUMMER. 13:30:03:15
WHEN YOU ADD COMPLEXITY TO THOSE 13:30:05:08
MAILERS, THERE IS QUITE RISK OF 13:30:07:19
MISINFORMATION QUITE FRANKLY. 13:30:10:13
BUT IT IS SOMETHING WE CAN LOOK 13:30:12:02
INTO. 13:30:13:22
>> WE HAVE A BUS, MY TWO BOYS 13:30:14:26
THAT ARE IN LATIN SCHOOL, WE 13:30:17:01
ONLY FOUND OUT ABOUT IT BECAUSE 13:30:20:26
A NEIGHBOR A FEW STREETS AWAY, 13:30:23:19
SO NO NO NO, THIS IS WHEN YOU 13:30:25:29
WANT TO GET ON THIS BUS TO GET 13:30:27:17
TO SCHOOL. 13:30:29:06
IT WAS NEVER -- WE WERE NEVER 13:30:29:28
OFFICIALLY NOTIFIED. 13:30:32:17
AND I WONDER IF THE SCHOOLS 13:30:33:18
COULD ALSO PLAY A ROLE IN MAKING 13:30:34:25

SURE THAT PARENTS ARE TALKING TO 13:30:37:04
OTHER PARENTS ABOUT SORT OF THE 13:30:38:20
BEST ROUTE. 13:30:40:23
BECAUSE I'M SURE A PLOT OF THIS 13:30:41:26
ISN'T -- -- A LOT OF THIS 13:30:44:06
ISN'T -- THERE ARE TRICKS TO THE 13:30:46:17
TRADE OF PARENTING, THERE ARE 13:30:48:05
TRICKS TO THE TRADE OF GETTING 13:30:49:28
KIDS TO AND FROM SCHOOL QUICKLY 13:30:52:29
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>> STUDENTS ARE PROVIDED WITH A 13:30:56:16
LIST OF S BUSES THAT WILL SERVE 13:30:58:28
THEIR SCHOOLS. 13:31:00:29
OUR CUSTOMER SERVICE 13:31:01:20
REPRESENTATIVES, IF THERE IS A 13:31:03:18
QUESTION OF THE T, IT APPEARS 13:31:05:21
ONLY ON THE PDF VERSION OF THE 13:31:07:18
SCHEDULE. 13:31:10:04
SO WE'VE BEEN DOING THAT. 13:31:10:16
I FIND BEEN IN THE MORNING KIDS 13:31:11:28
ARE PRETTY ADEPT AT GETTING 13:31:15:24
AROUND ON THE T. 13:31:18:16
>> HAS ANYONE FIGURED OUT HOW TO 13:31:20:01
GET HOME FROM SCHOOL, IT'S 13:31:22:05
AMAZING, THEY FIGURED IT OUT ON 13:31:23:20
THEIR OWN. 13:31:25:27
ON AN AIRPLANE FOR EXIT, DON'T 13:31:26:27
FORGET TO LOOK BEHIND YOU. 13:31:31:28
MY KIDS HAVE STARTED TO FIGURE 13:31:33:28
THAT OUT BUT BEING A ROOKIE OF 13:31:35:26
TAKING MY KIDS TO SCHOOL, I 13:31:38:00
DON'T KNOW WHAT I DON'T KNOW AND 13:31:39:16
I THINK WE HAVE TO FIGURE OUT 13:31:40:25
WAYS TO SHARE THAT INFORMATION. 13:31:42:26
>> 13:31:44:03
>> MOST OF OUR STUDENTS ARE SO 13:31:44:21
INTERNET SAVVY, THEY PUT INTO 13:31:49:09
GOOGLE MAPS, IT PUMPS OUT AND IT 13:31:54:13
LITERALLY TELLS YOU THIS ONE IS 13:31:58:17
GOING TO TAKE YOU 40 MINUTES, 42 13:32:00:24
MINUTES, 44 MINUTES, I THINK 13:32:03:21
MANY OF OUR KIDS ARE SAVVY WITH 13:32:05:23
THAT KIND OF -- 13:32:09:02
>> IT'S AMAZING HOW GOOD GOOGLE 13:32:10:10
MAPS IS. 13:32:14:14
WE HAVE ANOTHER ROUND OF 13:32:15:11
QUESTIONING FROM COUNCILOR 13:32:16:29
EDWARDS. 13:32:19:18
I DO WANT TO READ INTO THE 13:32:20:00
RECORD FROM THE BOSTON STUDENT 13:32:22:06
ADVISORY COUNCIL, FRAN SISIONI, 13:32:24:08
I'M A JUNIOR AT THE BOSTON ARTS 13:32:27:15
ACADEMY, I'M PERSONALLY VERY 13:32:29:26
HAPPY THAT ALL STUDENTS WILL BE 13:32:32:10

RECEIVING M-7S NEXT YEAR. 13:32:34:26
I GET OGO TO SCHOOL TAKING TWO TRAINS. 13:32:37:07
13:32:39:22
MY PARENTS ARE DIVORCED, 13:32:40:04
SOMETIMES I TAKE GREEN LINE, 13:32:41:29
SOMETIMES ORANGE LINE TO REDS LINE. 13:32:44:02
13:32:45:24
TRAFFIC IN BOSTON OFTEN MAKES ME LEAVE, THAT'S WHY THE M-7 IS THE BEST FOR ME. 13:32:46:18
13:32:49:14
13:32:52:13
MY BEST FRIEND IS A RESIDENT IN THE SAME HOUSE. 13:32:53:07
13:32:56:11
ONLY A FEW BLOCKS AWAY FROM BLS I WAS GIVEN AN M-7 AND HE WAS GIVEN AN S CARD BECAUSE HIS SCHOOL IS BARELY CLOSER THAN MINE. 13:32:57:14
13:32:59:20
13:33:02:15
13:33:04:12
13:33:06:00
THIS IS UNFAIR AND LED HIM TO BE DRIVEN TO SCHOOL OR WALKING VERY EARLY IN THE MORNING. 13:33:06:28
13:33:08:25
13:33:10:29
NOW HE WON'T HAVE THAT PROBLEM. STUDENTS ARE BEING DROIFN SCHOOL BECAUSE THEY DON'T HAVE M-7S WHICH LEADS TO A LOT OF TRAFFIC IN BOSTON EARLY IN THE MORNING AND IS ONE WAY OF -- ONE OF THE LEADING WAYS BOSTON IS CONTRIBUTING TO CLIMATE CHANGE. ONCE ALL OF THESE STUDENTS ARE ABLE TO TAKE PUBLIC TRANSPORTATION FREELY IT WILL GREATLY REDUCE BOSTON'S CARBON FOOTPRINT. 13:33:11:27
13:33:13:20
13:33:15:05
13:33:17:18
13:33:19:18
13:33:20:25
13:33:23:27
13:33:25:24
13:33:27:18
13:33:29:03
13:33:31:00
13:33:32:12
13:33:36:21
I WOULD LIKE TO THANK MARTY WALSH AND THANKS COUNCILOR JANEY FOR BEING -- COUNCILOR ESSAIBI-GEORGE FOR BEING PART OF THIS HEARING. 13:33:38:00
13:33:41:03
13:33:45:24
13:33:50:25
13:33:52:01
13:33:53:04
>> I JUST WANT TO ASK, POTENTIAL PROGRAM FOR SCOOTERS THAT WE ARE PLANNING ON HAVING IN BOSTON, LOOKING AT HOW YOU GUYS PLAN ON DEALING WITH ADAPTING FOR, IN ANY WAY, SHAPE OR FORM HAVING THOSE AS A POTENTIAL TRANSPORTATION OR NOT POTENTIAL TRANSPORTATION FOR KIDS, YES THEY SAY YOU CAN'T GET THEM UNLESS YOU'RE 18 YEARS OLD, I DON'T KNOW, WE ARE STILL WORKING ON HOW WE ARE GOING TO MONITOR THAT IN TERMS OF HOW THEY CAN MONITOR AND GET THOSE THINGS. 13:33:54:02
13:33:56:26
13:33:58:27
13:34:00:06
13:34:03:04
13:34:06:01
13:34:07:23
13:34:09:06
13:34:10:19
13:34:12:04
13:34:13:29
13:34:15:25
13:34:17:03
13:34:21:27
13:34:23:22

THEY ARE COMING. 13:34:25:09
I WOULD BE ON THEM IF I WAS A 13:34:27:00
KID, I'D DO EVERYTHING I COULD 13:34:28:21
TO GET ON MOTORIZED SCOOTERS. 13:34:30:13
HAVE YOU BEEN TALKING TO BPD, 13:34:33:01
HAVE YOU LOOKED AT THE PILOT, 13:34:35:16
WHAT'S GOING ON? 13:34:37:00
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