



Charles D. Baker, Governor  
Karyn E. Polito, Lieutenant Governor  
Stephanie Pollack, MassDOT Secretary & CEO  
Steve Poftak, General Manager



**Fiscal and Management Control Board Meeting and  
Joint Meeting with the MassDOT Board of Directors**

**Transportation Board Room**

**10 Park Plaza**

**July 22, 2019**

**12:00 Noon**

***MEETING MINUTES***

**Present: Chair Joseph Aiello, Director Monica Tibbits-Nutt and Director  
Chrystal Kornegay**

**Quorum Present: Yes**

**Others Present:**

**General Manager Steve Poftak, Deputy General Manager, Owen Kane,  
Marie Breen, Michelle Kalowski, Dave Abdo, David Panagore, Matt St.  
Hilarie, Jeff Cook and Jonathan Gulliver**

**MassDot Board Members Present for the Joint Meeting:**

**Secretary Pollack, Director Betsy Taylor, Director Dean Mazzeella,  
Director Joseph Sullivan, Director Timothy King, Director Robert  
Moylan, Director Kathleen Murtagh and Director Vanessa Otero**

At the call of Chair Aiello a meeting of the Fiscal and Management Control Board (FMCB) was called to order at 12:06 p.m. at the State Transportation Building, Transportation Board Room, 10 Park Plaza, Boston, Massachusetts.

**Massachusetts Bay Transportation Authority**

**Ten Park Plaza, Boston, MA 02116**

**[www.mbta.com](http://www.mbta.com)**

Prior to the start of the public comment period, Chair Aiello announced that Agenda Item 5, the discussion of the East Boston railroad right-of-way was being withdrawn from the agenda and the procurement had been canceled. Chair Aiello noted that after discussion with other stakeholders, MassDOT had agreed to initiate a study of the of the McLellan Highway corridor and it would be presented at a future meeting.

Chair Aiello opened up the public comment period for items appearing on the agenda.

The first speaker was John Walkey from Green Roots who thanked the Board for the withdrawal of Agenda Item 5 and transportation development and solutions.

Next, Boston City Councilor Michelle Wu submitted written testimony on public rights-of-way, support for bus funding and low-income fares.

Next, Layla Pearson, a resident of Boston commented on affordable, reliable and accessible transportation.

Next, Mike Vartabedian from Local 264 Machinists Union commented on investment in public transportation and a reduced fare for low-income riders.

Next, Phineas Baxandle from the Massachusetts Budget and Policy Center commented on the creation of reduced fares for low-income riders and regressive user fees.

Next, Steven Gingaro from Representative Adrian Madaro's office read a statement relative to the East Boston procurement, Agenda Item 5 on behalf of Senator Joseph Boncore, Representative Madaro and Boston City Councilor Lydia Edwards.

Next, Nicole Rodriguez, Senior Researcher from Community Labor United and members of the Green Justice Coalition commented on a reduced fare structure alternative.

Next, Stanley Aneke, President of the Boston Youth Advisory Committee, Noemi Rodriguez from Green Roots and Emmanuel DeBallo from TRU commented on the need for low-income fares.

Next, Mela Miles from TRU, ACE and the Green Justice Coalition commented on discounted fares, student and youth passes and with Catherine Aliase from Green Roots submitted cards from over 850 people supporting low-income fares

Next, City Councilor Lydia Edwards commented on a regional plan for the best possible use for the East Boston real estate corridor and low-income fares.

Next, Chris Marchi from Airport Impact Relief, Inc. commented on the need for a study on past, current and future transportation needs.

Next, Jeffrey Bilzekian commented on a land issue near the Cape Cod Canal.

Next, Staci Rubin from Conservation Law Foundation and Jared Johnson from Transit Matters commented on the East Boston real estate corridor and low income fares.

Next, Julia Wallerice from the Winthrop Transportation Committee commented on East Boston real estate and bus connections.

Next, Jay Monty from the City of Everett commented on bus rapid transit in Everett.

Next, Fred Salvucci from MIT commented on the Red/Blue Line Connector, the East Boston real estate issue and low-income fares.

Next, Evan Foss stated he agreed with all prior comments made and then commented on exhaust fans.

Lastly, Sarah Levy from Green Roots commented on the lack of MBTA translation services and civil rights violations.

Public comment period closed at 1:10 p.m.

Chair Aiello called upon General Manager Poftak to present Agenda Item 1, the Report of the General Manager. Mr. Poftak first discussed the Blue Line Service interruption between Aquarium and Government Center on Wednesday, July 17. Mr. Poftak continued with a Red Line service update and ridership patterns since

the derailment with a target of August 15 for signal restoration between Broadway and JFK/UMass.

Mr. Poftak continued and provided a climate resiliency follow-up of the Vulnerability Assessment noting that the overall project was anticipated to be completed by December 31, 2020. Discussion ensued.

The General Manager provided updates on energy projects, costs and anticipated benefits and a quarterly update on station brightening.

Mr. Poftak concluded his report thanking the AFC 1.0 staff for the smooth implementation to the new fare structure on July 1 and the entire MBTA workforce for their efforts over the weekend during the heat wave, as set forth in the attached document labeled, "General Manager's Remarks, July 22, 2019." Discussion ensued.

Director Tibbits-Nutt requested the General Manager look into having translators available during FMCB meetings and requested he report back with ideas for the implementation of a feasibility study for providing low-income fares. Chair Aiello and Secretary Pollack fully supported the Vice Chair's request.

Next, Chair Aiello called upon Chief of Human Resources Matt St. Hilaire to present Agenda Item 2, the Human Resources Quarterly Update. Mr. St. Hilaire updated the Board on critical position hiring, general hiring and separations. Mr. St.

Hilaire continued with data on workforce diversity by ethnicity and gender, outreach activities and diversity recruitment and provided a dashboard update.

Mr. St. Hilaire continued discussing hiring goals and Flex Force, acceleration of hiring options and streamlining the process, as set forth in the attached document labeled, "Human Resources Quarterly Update, July 22, 2019." Discussion ensued.

Directors Tibbits-Nutt and Kornegay had concerns on authority-wide gender/minority statistics. Chair Aiello suggested reaching out to some of the younger transportation activists from the public comment session as interns or possible employees to force a cultural mindset change of recruiting staff.

Next, Chair Aiello called on David Panagore, Chief Administrative Officer to present Agenda Item 3, an update on the Paid Family Medical Leave Act (PFMLA). Mr. Panagore provided an overview and specifics of the new PFMLA in comparison to the existing Family and Medical Leave Act (FMLA). Mr. Panagore continued discussing the potential impact of annual administrative costs, an update on absenteeism by job class, FMLA utilization for leaves approved and actual FMLA utilization by operators (Bus and Rail) between July 1, 2017 and June 20, 2018, as set forth in the attached document labeled, "Paid Family Medical Leave Act, Overview of Impact to MBTA, July 22, 2019." Discussion ensued.

Next, Chair Aiello called on Chief Procurement and Contract Administration Officer Jeff Cook to present Agenda Item 4, the Diesel Fuel Contract. Mr. Cook

reviewed the details of the procurement and contract for the purchase of diesel fuel for the complete fuel supply for all commuter rail operations provided by Keolis Commuter Services, as set forth in the attached document labeled, "Commuter Rail Operations Diesel Fuel Contract, July 22, 2019."

On motion duly made and seconded, it was:

**VOTED:**

**That the General Manager, or his designee, is hereby authorized to award and execute in the name of and on behalf of the Massachusetts Bay Transportation Authority (the "MBTA"), and in a form approved by the General Counsel, a new OSD Statewide contract with Dennis K. Burke, to provide the complete fuel supply for all Commuter Rail Operations provided by Keolis Commuter Services, in an amount not to exceed \$170,694,264.00 for five years effective August 1, 2019.**

Chair Aiello requested a two-minute recess at 2:10 p.m. prior to the start of the Joint MassDOT meeting.

At the call of Chair Stephanie Pollack, a meeting of the MassDOT Board of Directors (Board) was called to order at 2:16 p.m. at the State Transportation Building, Transportation Board Room, 10 Park Plaza, Boston, Massachusetts, joining the Fiscal and Management Control Board (FMCB) meeting already in progress for Joint Board presentations and public comment.

The first speaker was Kathryn Carlson, Director of Transportation from A Better City who commented on the Commuter Rail Vision Study and affordable fare structures.

Next, Richard Prone, MBTA Advisory Board Representative from Duxbury commented on the Rail Vision Study and the 2019 South Shore weekend commuter rail schedule.

Next, George McGillaway from Teamsters Local 127 commented on the 2009 Transportation Reform Act.

Next, Karen Bartholomew, representing the MassDOT Steelworkers Union commented on the recognition language included in the MOU for Successor Collective Bargaining Agreements for MassDOT Units C & D.

The last speaker was Jeffrey Beliznek who submitted written testimony relative to a land issue near the Cape Cod Canal.

Public comment period closed at 2:27 p.m.

Chair Pollack asked Chair Aiello to present Agenda Item 6, the Report from the Fiscal and Management Control Board. Mr. Aiello highlighted a few of the highest priorities and developments since his last report on June 17, 2019. The FMCB heard updates on MBTA safety initiatives, the Better Bus Project, the new Paid Family Medical Leave Act and its impact on the MBTA, and a human



resources quarterly report. Additionally, the FMCB approved three contracts for bus corridor and infrastructure improvements, wayfinding and station improvements for four stations and a diesel fuel contract. The FMCB also approved two service amendments for positive train control and the construction of the South Shore. The Chair and Vice Chair introduced the new Rail Safety Independent Review Panel and provided a status of their work to date.

Chair Pollack referred back to FMCB Agenda Item 5, a discussion of the East Boston Real Estate Right-of-Way and noted that it should have been listed as a Joint Board Meeting Agenda Item but that it had been withdrawn. The Chair said there would be a status update after a joint study with stakeholders had been completed.

Next, Chair Pollack announced that Agenda Items 7, updates on the Commuter Rail Performance and the Green Line Extension were written submittals and included in the Board Books, as set forth in the attached documents labeled, "Commuter Rail Performance Update, July 22, 2019" and "Green Line Extension Program Monthly Progress Report, June 22, 2019." General Manager Poftak noted the commuter rail's overall on-time-performance slipped to 86.6% during the recent Red Line derailment due to unforeseen site conditions that affected the schedule.

Next, Chair Pollack called upon Scott Hamwey, Manager of Long Range Planning to present Agenda Item 8, the Commuter Rail Vision Update. Mr. Hamwey recapped stakeholder engagement status to date. Mr. Hamwey continued

evaluating relative benefits and costs across the seven alternatives that would provide the foundation to build one or more visions for the future of commuter rail to maximize the effectiveness of the MBTA rail network. Mr. Hamwey further discussed general findings and methodology of No-Build demand 2040 and methodology on capital needs, capital costs and operating and maintenance costs.

Mr. Hamwey continued to discuss a high-level comparison of the key characteristics, objectives and metrics of the three alternatives: Alternative 1- Higher Frequency Commuter Rail; Alternative 2 -Regional Rail to Key Stations (diesel); and Alternative 3- Regional Rail to Key Stations (electric). Mr. Hamwey concluded his report discussing the South Station expansion that would be needed for target frequencies, as set forth in the attached document labeled, "Rail Vision, FMCB Meeting, July 22, 2019." Extensive discussion ensued relative to fares, ridership and parking scenarios.

Director Sullivan requested that the No-Build option be taken off the table and inquired if there had been discussion with the current operator (or any future provider) of commuter rail to get their feedback on this study.

Mr. Hamwey indicated officials from Toronto would be coming to Boston on September 23, 2019 to provide details on how they proceeded with their project and to provide guidance to the MBTA.

Mr. Hamwey indicated he would provide details of the remaining four alternatives at an upcoming FMCB meeting and would be seeking feedback from the Board on specific strategies they would like to advance.

Chair Pollack noted that in the interest of time, the last Joint Board Agenda Item, the Chelsea Street Bridge Pilot Update would be deferred to a future meeting.

On motion, duly made and seconded, it was:

**VOTED: to adjourn the Fiscal and Management Control Board at  
3:32 p.m.**

**Documents relied upon for this meeting:**

General Manager's Remarks, July 22, 2019

Human Resources Quarterly Update, July 22, 2019

Paid Family Medical Leave Law, Overview of Impact to MBTA, July 22, 2019

Commuter Rail Operations Diesel Fuel Contract, July 22, 2019

Commuter Rail Performance Update, July 22, 2019

Green Line Extension Program Monthly Progress Report, June 2019

Rail Vision, FMCB Meeting, July 22, 2019